

MICHIGAN PIONEERS

The FIRST ONE HUNDRED
YEARS OF STATEHOOD



A RECORD OF THE EARLY DEVELOPMENT
OF A GROUP OF MICHIGAN COMMUNITIES

Published by THE J. L. HUDSON COMPANY

A Souvenir of
MICHIGAN'S CENTENNIAL YEAR
Containing Thirty-Six
HISTORICAL ARTICLES



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DETROIT • MICHIGAN

FOREWORD

*An Acknowledgment
of Valued Assistance in
the Compilation
of this Historical Brochure*

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These articles were compiled by The J. L. Hudson Company and published in a daily series, from August 1 to September 5, 1937, in the Detroit Free Press. They were presented as a Michigan Centennial Year feature and as a prelude to the observance of Hudson's Fifty-sixth Anniversary as a business institution in Detroit. For a limited time, additional copies may be obtained by request to the Publicity Director of The J. L. Hudson Company.

Michigan has a tremendously interesting recorded history, dating back more than 300 years. For almost two centuries, while owned by the Indians, this region was involved in international struggles. The flags of three nations waved over it.

Detroit was 125 years old before it emerged from its stockades! Mackinac Island was the seat of a great trade empire. Michigan forests were converted into timber that helped build up the great western prairie states. Scores of volumes of Michigan history have been written and one finds the perusal of them fascinating and inspiring.

We are pleased to acknowledge the assistance of Michigan newspaper editors and writers in the compilation of the articles published here and to acknowledge valuable secondary and source material found in the Burton Historical Collection of the Detroit Public Library.

We are hopeful that these articles may stimulate an increased interest in Michigan's colorful and romantic history.

Dedicated to the memory of the
foremost of Michigan's pioneers

GENERAL LEWIS CASS

More than any other man he shaped the development of Michigan and the whole Northwest Territory. He negotiated twenty-two Indian Treaties, supervised the movement of numerous tribes to the hinterlands west of the Mississippi, conducted important exploration tours into the wilderness to discover and measure its resources, enforced the edicts of a young nation on one of its most difficult frontiers. As territorial governor he set up geographic boundaries throughout the state, created judicial districts, organized many of the counties of the state. He served his country in the war of 1812, attaining high rank. After 18 years as our territorial governor he served in two presidential cabinets, 12 years in the U. S. Senate. Appointed minister to France he published in Paris his celebrated "Inquiry into the Right of Search" which made maritime history. He was nominated for President in 1848. Often ranked first in the second generation of American statesmen—which included Clay, Webster, Calhoun—he is Michigan's permanent representative in the Nation's Hall of Fame!



Addison J. Comstock

1802 - 1867

He and his father helped to open the Erie Canal. Both foresaw the growth of the new west. The younger Comstock founded Adrian, shaped its development and growth, served his community with distinction.

THE FOUNDING OF ADRIAN

EIGHTEEN hundred twenty-four! Darius Comstock of Palmyra, New York, had fulfilled his contract for blasting and digging the most difficult section of the Erie Canal through the limestone rock at Lockport. His son, Addison J. Comstock, had come from school to be his father's time keeper and cashier. By the time the job was finished he was superintendent and an equal partner.

The spring of 1825 found the two men prospecting in the wilderness of Southern Michigan. Darius Comstock was struck by the oak openings three miles north of what is now the City of Adrian. He called it Pleasant Valley. It remains today Raisin Valley, the site of a long since unused Quaker seminary; but still rich in the traditions of the pioneers and still preserving the legends of its importance when it was a station on the "underground railway" for slaves fleeing to Canada.

Addison Comstock traveled south. It was only three miles but they were three miles of tortuous swamps and unblazed forest. At the confluence of the two branches of the Raisin he felt satisfied that he had found the location that presented the double opportunity of power and farming. He called the spot—it yet could not be termed a settlement—Logan, and later in the summer of 1825 he returned to New York State to interest his neighbors. There also he married, returning with his bride in the spring of the next year.

The young Mrs. Addison Comstock had been a great admirer of the character and enterprise of the Roman Emperor Hadrian as described in "Rollin's Ancient History," and it was at her persuasion that Logan's name was changed to Adrian. May 10, 1826, Mr. Comstock received his certificate of a land grant of 320 acres on which most of Adrian's present district is now situated. By 1828 the city's founder had acquired about 1,100 acres and Adrian was platted as a village.

Mr. Comstock was the first town clerk and his leadership and enterprise are reflected in the record that he left as the founder of the city's first bank; his work in projecting the building of the Erie & Kalamazoo Railway which moved the first train west of Buffalo from Toledo to Adrian in the summer of 1837; his service as first mayor of the City of Adrian; his vision in the convention that revised the constitution of 1850, and his campaign to move the county seat from Tecumseh to Adrian.

He died in 1867, but he had built so well that the city's growth went on of its own momentum. The 1930 census showed its population to be in excess of 13,000 and an industrial development of the last five years has greatly increased that figure. On the edge of the beautiful Irish Hills and with 72 lakes within a 25-mile radius of the city hall, Adrian has preserved much of the natural loveliness that first attracted its founder. The profusion of its maple trees made the city known at the turn of the century as "the Maple City." Elmer D. Smith's famous chrysanthemums have been taken

from the confinement of their greenhouses and have been planted on public and private grounds.

The city is served by three railroads and maintains a modern airport. It is the site of Adrian College on whose campus Michigan volunteers trained for the Civil War, the home of St. Joseph College and Academy, a Catholic institution for girls, and of the state-maintained Michigan Girls Training School. The city has 23 churches, four banks, an unusually fine public library and a public school system that always has been kept out of politics.

Woven wire fence was the arch stone of Adrian's industrial growth and while the production of fence is still a major item, a great diversity of other manufacturing has stabilized the ups and downs of a specialized industry. Nearly 40 principal industries normally employ about 3,500 men and women. The city's trading area, embracing a rich agricultural county that long has been included in the ten best farming counties in the United States, reaches a population of more than 60,000.



Jesse Crowell

1797-1872

Michigan pioneer, first postmaster of Albion, prominent in community development and progress, public benefactor, one of the founders of Albion College.

PROSPECT of utilizing the excellent water power facilities where the two branches of the Kalamazoo River meet, as early as 1830 and 1831 led two foresighted speculators to acquire title to the land at "The Forks"—the first land entries to be made in this district at the Monroe land office.

Their holdings were sold in 1833 to Tenney Peabody who with his wife, seven children and a nephew, emigrated from New York to become the first white residents in this wilderness. Movement of settlers to the middlewest was underway in earnest at this time and family after family came to help push back the frontiers.

"The Forks" attracted its quota of early settlers and among those who arrived in 1835 was one who was destined to play a leading role in the development of the community and its resources. He was Jesse Crowell, then 38 years old, an enterprising bachelor who left his native New York state where he had made something of a name for himself, had saved some money and had served his state in the legislature.

"The Forks" interested him as a good site for a grist mill and with three other pioneer associates, Tenney Peabody, Issador Frost and D. L. Bacon, he formed the Albion Company, so named at the suggestion of Mrs. Peabody, for the home town in New York from which Crowell had come.

During the next 37 years the name of Jesse Crowell was inseparably linked with the growth and development of the community. He laid out the plat of the village in 1836. He negotiated for a post office, became the first postmaster.

In 1838, through the Albion Company, he gave to the Wesleyan Female Seminary 60 acres of land and an additional 3 blocks for a campus—an act from which has grown the Albion College of today, one of Michigan's prominent educational institutions. In its formative years Jesse Crowell served on its first board of directors and in the intervening years he contributed liberally to the school's needs.

In 1845 Crowell built a stone flour mill—the year in which Albion was incorporated as a village. That year too, the Michigan Central Railroad tracks were laid through Albion.

The last half of the century witnessed the growth of several industries and of Albion College. The Gale Manufacturing Company is the oldest concern in the city and originally manufactured farm implements. As a foundry it is now concerned chiefly with the output of castings.

In 1888 the Malleable Iron Company was started. Union Steel Products Company, now known in many countries for its baking equipment, was organized in 1902. This company's plant now covers 4 city blocks, and produces many kinds of screen and wire products, refrigerator shelves and baking equipment. There are eight other smaller industries flourishing in Albion.

Closely knit with the history of Albion is that of Albion College, which was granted a charter in March, 1835. The original charter was granted to Spring Arbor Seminary to be located at Spring Arbor. No buildings were ever erected under this charter, as the Albion Company under the influence of Jesse Crowell interested those behind the movement to locate at Albion. The College is under the auspices of the Methodist Episcopal Church, and now has over 720 students and a faculty of 55 headed by President John L. Seaton.

Today Albion has a population of 8,324 persons. It is an industrial and educational city. Civic improvements include a new \$250,000 City Hall completed in 1936.

Albion College plans to build a \$250,000 library and art building, construction of which began last April.

Albion celebrated its own Centennial in July, 1935, at which time a cast of 600 persons presented an interesting historical pageant portraying Albion's transition from frontier days in the Indian-infested wilderness to today's scenes of peace, progress and plenty.



Ammi W. Wright

1822 - 1912

Lumberman, industrialist, financier, philanthropist, co-founder of Alma College, who played a leading part in the development of Central Michigan, whose many charities and benefactions have left a permanent imprint on Michigan's institutions.

THE SETTLING OF ALMA

IN 1853, Gen. Ralph Ely, accompanied by three other men carrying their provisions on their backs, started from Ionia and walked thirty miles through the woods and then, after following the Pine River twelve miles down stream, they finally selected a spot in Arcada Township, Gratiot Co., as their future home. In 1855, Gen. Ely constructed a sawmill and in 1858 he platted the town of Elyton.

Soon after this, the reduction of the price of government land by what was called the Graduation Act, brought a great rush of settlers into the community, and an addition to Elyton was platted and named Alma.

The first railroad to come to Alma, in 1874, was the Chicago, Saginaw and Canada, money for building the depot and a \$300 consideration to the Railroad Co. being raised by entertainments and dances sponsored by the ladies of the town. In 1878 the Detroit, Lansing and Northern Railway was also brought to Alma.

In the early 80's Ammi W. Wright came to Alma. He quickly identified himself with the interests of the town and his ample wealth enabled him to inaugurate and maintain enterprises which reached far beyond the limits of the town itself.

Although primarily a lumberman, Wright soon became prominent in other business channels in Saginaw, Detroit, Duluth, Battle Creek and in

other places, and headed a logging company known as the Tittabawassee Boom Co. which is said to have delivered more pine logs than has ever been rafted out of any other stream in the world.

He was not only a money maker, but a money giver as well. He was a constant benefactor of many worthy charities and educational institutions among which may be mentioned Alma College, which is indebted to him for its principal buildings and for a large share of its endowment funds. Indeed the city of Alma itself is in large measure a monument to this enterprise and public spirit of Ammi W. Wright.

After his death in 1912, at the age of 90 years, his beautiful stone mansion became the R. B. Smith Memorial Hospital. Many structures, built by Mr. Wright, such as the Opera House Block, the Wright Hotel and the Alma Roller Mills are still in good condition and have constant use. He also built the first electric light plant and fostered such enterprises as the Alma Sugar Co. and the Alma Manufacturing Co. which later developed into the Republic Motor Truck Co.

Alma is now a thriving little city of 7000 inhabitants. Among its principal industries at the present time are the Swift and Co. plant; the Lobdell Emery Manufacturing Co., largest manufacturer of bicycle rims in the world and also the manufacturer of several other products; and three large refineries which have been erected during the past three years since the oil boom struck this vicinity.

The latest addition to the industrial life of the city is the Alma Motor Co. which is just starting production on a four wheel drive for light trucks.

Alma is also famous as a city of homes. The old Masonic Home, originally the Alma Sanitarium, built and operated for several years by Mr. Wright, was afterward presented by him to the Grand Lodge of Michigan. Today a new and modern Home has been erected on the North side of Alma. We also find in Alma the Michigan Maccabee Home, formerly the Francis King residence, made famous by Mrs. King's beautiful gardens which surrounded it. A little farther down the same street we find also the Gleaners Home in a beautiful garden setting.

Alma College, in the West part of the city, its original buildings augmented by Wright Hall, an imposing Memorial Gymnasium and spacious athletic grounds; the President's new home and Clizbie House, the musical center of the college, celebrated its fiftieth anniversary last June.

Alma is located in almost the exact center of the southern peninsula of Michigan and has a wealth of tradition to be proud of as well as much of interest to look forward to in the coming years.



George N. Fletcher

1814 - 1899

With the decline of the lumber industry his foresight prompted establishment of a paper industry in 1886 which was an important factor in the transition of Alpena from the status of an impermanent lumbering village to that of a community of diversified industry.

IN 1839 Lewis Clason, surveyor, was sent to make subdivisions of townships in (then unnamed) Alpena and Alcona counties. Finishing the work, Clason said that the country was worthless, he and his men refusing a deed "to any township of the land surveyed" in lieu of the summer's wages.

In September 1844 Jonathan Burtch and Anson Eldred purchased land at the mouth of Devil River in the southern part of Alpena county and built the first sawmill in the county.

In 1856 George N. Fletcher came from Detroit, accompanied by James K. Lockwood, John S. Minor and John Oldfield and proceeded to lay out a village at the mouth of the Thunder Bay River—the present site of the city of Alpena. It was the year James Buchanan and General John C. Fremont were competing for the presidency of the United States. The founders of the new village agreed to call it Fremont and they set up on the site a Fremont campaign flag. As yet the only white man living in the projected village was Walter Scott who lived with his wife in a shanty on the river bank. Two or three families lived about the Devil river mill and two families on Thunder Bay Island. The town was located and named but the main street was an Indian trail.

The village grew slowly. In August 1857 Addison Fletcher brought men and materials to build a store and boarding house.

In January 1858 a post office was established, itinerant ships and Indian runners carrying the mail from Bay City. Establishment of the post office developed the fact that there was another Fremont in Michigan. Mail went astray. In February 1859 the legislature changed the name of Fremont to Alpena, Indian name for partridge.

During the 60's additional sawmills were established and the population had increased to 670 in 1864. Not until March 1872 was a bank established. Previously all banking was done in Detroit.

By 1870 the population had grown to 2,756 and that year 42 million feet of lumber were shipped. Year by year lumber production increased until it reached its peak of 219,915,000 feet in 1889. Then the decline set in and when, in 1921, the old Frank W. Gilchrist mill whistle was allowed to die on its own steam, signifying that its days were done, the production was only 35,908,000 feet.

People of the community apprehensively observed the decline of the lumber industry. They knew that many times in the past thriving cities had been built about lumber mills but that those cities became only memories when the timber was exhausted. Most of them were unaware at this time that surrounding Alpena was a deposit of the richest limestone on the continent.

The presence of this rich resource had been observed, however, by a grocery merchant of the city, John Monaghan. Finding limestone and marl at the outskirts of Alpena he experimented in the

back room of his grocery. Using an old cook stove as a kiln he finally succeeded in making Portland cement with these native materials, though the heat he generated in his makeshift kiln nearly melted the old stove.

Later Mr. Monaghan organized the Alpena Portland Cement Co. In 1905 the J. B. Ford interests of Wyandotte, through their Michigan Alkali Company, opened a limestone quarry here. Their Huron Portland Cement Company was established a short time later.

These large enterprises today are among Alpena's industrial mainstays, along with the Kelley Island Lime and Transport Company and the Thunder Bay Quarries Company, a subsidiary of the Diamond Alkali Company, which also operate large quarries here. These industries, with the Fletcher Paper Company, the Alpena Leather Corporation's tannery, the Besser Manufacturing Company's cement machinery plant, the Huron Industry's foundries and a number of smaller factories today maintain Alpena as a thriving, industrial community of 13,000.



John Allen

1796-1851

Visionary John Allen, native of Virginia, was one of the founders of Ann Arbor. He was a pioneer leader, a lawyer, the first village president, the first postmaster and a state senator.

VIRGINIAN John Allen, lured by the romance of the untamed West, set out alone in 1823 to wrest from Michigan's wilderness his future and his fame. Reaching Cleveland he met Elisha Rumsey and his wife Ann, and persuaded both to join him. The three reached the present site of Ann Arbor, took inventory of its beauty and resources and sought no further.

From a rustic shelter or arbor built that first spring and honoring the wives of the founders—Ann Allen who came west the following October, and Ann Rumsey—the settlement received its name of Ann Arbor, spelled Ann Arbour in the original plat filed May 25, 1824.

As the settlement grew, both Allen and Rumsey were ambitious for their town. They public spiritedly fulfilled the conditions to Ann Arbor's becoming the county seat of Washtenaw, in 1824, by each donating a city block to be used respectively as the site of the court house and a jail.

When Rumsey died in 1827, at the age of 42 years, the town already was flourishing. Six years later, April 23, 1833, Ann Arbor was incorporated, and John Allen, always the leader, was elected the first president the following year. Allen was Ann Arbor's first postmaster in 1825, served as state senator from 1842 to 1848.

The year 1837 was a milestone for Ann Arbor, definitely shaping its future destiny. That year

Ann Arbor was chosen as the site of the University of Michigan, an event which was marked in a centennial celebration June 14 to 19 this year. The corporate existence of the University began 20 years earlier.

The inducement which brought the University to Ann Arbor was the offer to the state by a land company of a 40-acre site for a campus. The land company's hopes of realizing profits on adjacent property failed of any great success. Two sites were offered for the University, one on the hill commanding the Huron river, and the other flat ground which was preferred for some reason by the deciding committee.

Ann Arbor still was a frontier community a century ago. The settlement boasted a court house, jail, bank, four churches, two weekly newspapers, two druggists, 11 lawyers, nine physicians, two tanneries, 17 drygoods stores, a woolen factory, and several industries. The population had mounted to 2,000.

September 25, 1841, in newly erected Mason hall on the 40-acre campus, on part of which cows still grazed and small crops were being raised, nine students were admitted to the first classes.

After a hundred years, Ann Arbor's little college has grown great and this year enrolls 10,401 resident students, some 3,200 in its extension classes and 4,500 in the summer session; numbers 755 on its faculty; consists of four colleges, nine schools and dozens of smaller departments; occupies

more than sixty large buildings, which with lands and equipment are valued at more than \$45,000,000; has since that first day admitted 108,615 students of whom 66,076 received degrees; possesses a library of more than 955,000 volumes and a huge hospital group with 1,285 beds and has in all its history received nearly \$40,000,000 in gifts. Its music school has brought to the city for concerts most of the world's outstanding artists of the century.

Ann Arbor was incorporated as a city in 1851. In 1860 its population was 4,447 and 14,509 at the turn of the century, 19,516 in 1920. The present population is estimated at 28,050.

The expectations of visionaries John Allen and Elisha W. Rumsey have been greatly exceeded. And there is only one Ann Arbor in the world.



Albert E. Sleeper

1862 - 1934

*A favorite son, banker, merchant, law
maker, Michigan State Treasurer, wartime
Governor of Michigan, beloved as an active
humanitarian and as a friend of youth.*

THE NAMING OF BAD AXE

EARLY in the seventeenth century French explorers sailed up Lake Huron and made the first recorded visit of white men to what is now Huron county, at the tip of the Thumb of Michigan. The expedition found two semi-warlike groups of Indians, the Saux and the Fox, a part of the Huron tribe, after which Huron county was named. The name "Huron" originated from the type of head gear worn by the red men, and means, in the Indian language, "What Heads."

Bad Axe, the only town of its name in the world, got its name from a broken, rusty axe found imbedded in a tree by George Willis Pack and Rudolph Papst, in the spring of 1861, when laying out a location for a road from Bay City to Sand Beach, now Harbor Beach.

Early prospectors had made camp near the center of the county where Papst found the axe. When Papst told his partner, "I have found an axe, but it's an awfully bad axe," they thereafter called the spot the Bad Axe camp, and later, when the road was cut through and a section corner was established at this point, it was called Bad Axe Corners. State highways M-53 and M-83 now intersect at this point in the Bad Axe of today.

Early pioneers cleared wilderness at this point and bridged treacherous swamps to build roads. The stately white pine, which represented the early wealth of the county, fell before the lumber-

man's axe. And still Bad Axe was but a crossing of trails in a heavily wooded region. Most of the early lumbering was along the shore.

At a meeting of the county board of supervisors at the first county seat, Port Austin, in 1872, it was decided to select a central location for a county seat. Port Austin is on the shore at the very tip of the county. A number of sessions of the board were later held at Sand Beach, but the same year preparations were made to establish the county seat at the Bad Axe Corners.

Five acres of land were cleared on the site where the present courthouse stands and a temporary wooden structure was erected. One item of expenditure was \$26 for digging a well. A few years later a brick building was constructed. This brick structure and the well saved many lives in the great fire of 1881 when hundreds, whose homes had burned, sought refuge in the courthouse.

From the ruins of the disastrous flames which swept the county Bad Axe emerged a new and modern business center. New settlers arrived and the population mounted until today there are nearly 3,000 residents. With the building of the first railroad in 1882, Bad Axe became a shipping center and boasted two large grain elevators.

In 1885 Bad Axe was incorporated as a village by a special act of the legislature. Septimus Irwin, who built the first hotel on the site where the original Bad Axe camp was located, was the first village

president. The Irwin hotel still stands on the spot, a monument to this sturdy pioneer.

The late Albert E. Sleeper, wartime governor of Michigan, was a banker in Bad Axe. Mrs. Sleeper still lives here. Though a native of Harbor Beach, 18 miles east of Bad Axe, Governor Frank Murphy has many boyhood friends in this city. William Lyon Phelps, noted literary critic and former professor in Yale University, and Detroit's Edgar Guest, make their summer homes in Huron county and often visit Bad Axe.

Bad Axe is in the center of a great resort area. The county's 90 miles of shore line attracts thousands of summer residents and tourists each year.

Situated in one of Michigan's finest agricultural counties, Bad Axe is a prominent shopping, shipping and agricultural processing center.

The city has a fine city hall and library, a large and well-equipped hospital, modern schools and churches and two hotels.

Through privations and hardships of heroic pioneers Bad Axe has emerged and grown, achieving progress and contentment which are America's birthright and destiny.



Erastus Hussey

1800 - 1889

Legislator, abolitionist and one of the founders of the Republican party, who was one of Battle Creek's most able early citizens. His part in anti-slavery activities gained him national prominence.

THE FOOD CITY—BATTLE CREEK

ON March 14, 1825, two white men, members of a surveying party, and two Indians fought a desperate battle on the bank of a small river in southern Michigan. Because of the battle, the surveyors dubbed the stream Battle Creek, thereby providing the world's Health City with a name.

Two or three years later, a settlement sprang up at the confluence of Battle Creek with the Kalamazoo River, near the center of the present city. At first, the settlement was called Milton, original name of the township. When the first postmaster was appointed on May 7, 1832, the name was changed to Garnsey, after the man who entered the land on which the city was established. Within a few years the settlement became Battle Creek.

The city's settlers, hardy pioneers from New York state, had a difficult time of it the first few years. In 1832 there was a severe epidemic of cholera. Many died in the vicinity. Malaria, also was so rife that nearly everyone had it.

Battle Creek's pioneers found food difficult to obtain. There were no mills to grind their grain and the hogs were so thin they were known as "wind splinters." Farming was heart-breaking.

The city had its first church in 1832 when the Methodists organized. There was mail service as early as 1835, the postage being 25 cents a letter. Although the area was infested with Indians, the settlers experienced little violence from them. The

Indians were nuisances, however, as they continually begged for food and other articles.

Life for the pioneers was not all hardship. History records that they held frequent husking and quilting bees and regular parties. The Fourth of July was often observed with a celebration. One historian notes that in 1835 Judge Sands McCamly, a pioneer leader, marked Independence day with a feast, and apparently there was plenty to eat for after the judge's white guests were fed, there was food left for several hundred Indians.

In 1859, a charter was drawn up for the incorporation of the settlement as a village. An interesting sidelight on this event was the effort of Erastus Hussey, one of the leaders of the village, to have its name changed from Battle Creek to Waupakisco. An old Indian told Hussey that the Indians named the region Waupakisco. Hussey argued that this name would be more beautiful and musical, but the residents felt otherwise.

Erastus Hussey gained national prominence in the anti-slavery days before the Civil war, when Battle Creek played an important part as a station on the "underground railroad." Of the 30,000 slaves successfully handled by this method, about 1,000 passed through Battle Creek. Hussey, a Quaker merchant and later mayor of the city, was an ardent abolitionist and took over the task of transporting the slaves through the city. Hussey was also editor of the Liberty Press, organ of the abolitionists of Michigan, a state representative, state senator, and one of the founders of the

republican party. He presided over the Free Soil Convention at Jackson in 1854, out of which the G.O.P. grew, and was a member of the committee which drew up the party's first platform. In 1860 he had the satisfaction of being a delegate to the convention in Chicago which nominated Abraham Lincoln for the presidency.

In the intervening years, Battle Creek has developed rapidly. The Seventh-day Adventists established a college in 1874. Then Dr. John Harvey Kellogg, later to become the outstanding proponent of vegetarianism and one of the nation's leading physicians, founded the Sanitarium. Two of the world's largest cereal companies were established by the late C. W. Post and W. K. Kellogg. The Sanitarium and cereal factories today have made Battle Creek widely known as the Health and Food City of the world.

From a population of 26,000 at the turn of the century, the city proper now has some 45,000 residents. It boasts a wide diversity of industries, an outstanding school system and Battle Creek college.

Often called the best known city of its size in the world, Battle Creek truly lives up to this reputation.



James Fraser

1803 - 1866

Son of a British soldier, lumberman in America before he was thirty years old, he planned for, worked for and founded the Bay City of today, one of Michigan's sturdy pioneers.

IN THE peak of the land boom of 1837 a speculating organization was formed and chartered under the name, Saginaw Bay Co. And, oddly enough, among its incorporators was Michigan's first governor, Stevens T. Mason, who found time, it is recorded, despite his arduous duties in conducting Michigan's battle for admission to the union and performing the duties of its chief executive, to dabble in real estate. James Fraser, a thrifty Scotsman, one time eastern state lumberman and one of the shrewdest land speculators of his day was the motivating influence in its formation.

The object of the company, so stated its charter, was to purchase, plat and organize a city, located on the East shore of the Saginaw river, about four miles from its mouth. A dozen men in all made up the company's directorate, raised the then fabulous sum of \$30,000, purchased a tract of land of 240 acres, platted, organized and named the village, Lower Saginaw, Bay City of today.

Within a month's time, the embryonic city had sprouted out with a half dozen houses, a hotel, dock, warehouse and a wildcat bank. These buildings and names behind the speculation served to attract several pioneering families to the village. But, before it had the time to gather its second wind, the panic of 1837 burst in all its fury. The Saginaw Bay Co. went the way of most contemporary speculations, bankrupt.

But, out of the picture-puzzle shambles of the panic James Fraser pieced together the shattered ideas of a community nestled in the verdant and pine covered valley of the Saginaw and in three years time, together with the aid of Daniel Fitzhugh, had the village back on its feet.

For twenty years the city battled for existence. A couple of sawmills, an abundance of pine timber provided the stimulation for the battle. In those intervening years the population had grown from a half dozen families to more than 700 people. The community became an incorporated village and, in 1859, by an act of the legislature its name was changed from Lower Saginaw to Bay City.

Within the next decade came a terrific transition in the Saginaw valley. Lumbering as an industry rose to major importance, the population of the village grew by leaps and bounds, and in 1865 the village became a city.

It seemed as overnight that dozens of sawmills sprang up along the banks of the Saginaw river and in less than ten years its population grew from 3,000 to more than 20,000. Fraser's dream of a metropolis was coming to realization. It began to be known as the lumber capital of the north.

Until the early 1890's that growth continued. The timber continued to pour in from Michigan's seemingly unlimited supply of pine. More mills were built, the city hummed with industrial enthusiasm. Then, like the financial bubble of 1837 burst into the face of the struggling city, the last

of the pine thrust its ominous pall over the city builded on lumbering. Perhaps in no other town in Michigan has the rise and fall of lumbering had such far reaching effects.

But, despite its boom-like growth in the lumbering era, Bay City withal was builded in stability, and despite the let-down that came in the wake of the decline of the saw mill, the city managed to hold together in the face of the portent of "ghost town" that attached itself to the many lumbering cities of the later part of the Nineteenth Century.

With the turn of the century, the processing of iron took the place of the processing of the pine and as the automobile became a potent force in Michigan's industrial life, it took hold in Bay City.

Today, Bay City has a population of upwards of 50,000, its industrial life energized by the diversity of its manufacture. A home of modern schools, a model city government, boasting a high percentage of home owners,—a stabilizing influence in any community,—the city has been rehabilitated industrially.

Bay City again is bidding for the destiny which its founding fathers envisioned.



Martha Baldwin

1840 - 1913

She worked incessantly for civic and social advancement of Birmingham, organized the first public library, was the first librarian, gave generously for the advancement of learning and the enjoyment of leisure.

THE DESTINY OF BIRMINGHAM

BIRMINGHAM'S history dates back to the year 1819, when John and Rufus Hunter set out from Auburn, N. Y., in search of a homesite in the Middle West. After pushing their way through Canada, they crossed the Detroit River on the ice, and stopped at the frontier post of Detroit to take on provisions. All roads led to the wilderness, but the Hunter brothers chose the Saginaw Trail.

After riding 17 miles, chopping and hacking their way through the brush, the brothers came to a woodland spot, through which ran a stream of clear water. They stopped to water their horses and make camp. Upon discovering that the surrounding woods were rich in game, they decided to remain. Within a few days, they had cleared a tract of land and erected a log cabin.

Later in the spring, Elijah Willetts and John Hamilton came to join the Hunters. Their families followed the summer of that year, and Birmingham's life as a community began.

In 1821, an itinerant preacher made the community one of his regular stops, holding services in the Willetts' barn. Other religious groups were organized later, and the little village was given the unofficial name of "Piety Hill."

By 1839, stage coaches were rumbling over the Saginaw Trail and Birmingham's population had increased to 600 residents. Industrially, it bristled

with a tanning mill, a wagon factory, a plow works, broom and brick factories.

A series of fires and the extension of railroad facilities to Pontiac are said to be responsible for Birmingham's later industrial slump. Fires razed the foundries. Factory owners sought more profitable fields. Birmingham settled down to the quiet life of a farming community.

In 1864 it was incorporated as a village, with J. C. K. Crooks as president of the first board of seven trustees. As time passed, some of the more public-minded citizens sought to arouse interest in educational and cultural pursuits.

Outstanding among these was Miss Martha Baldwin, whose name survives today in the library, high school and city park. Born on a farm west of the village in 1840, she devoted the greater part of her life to the improvement of the town.

Miss Baldwin figures prominently in the history of the library since its founding in 1867, when she served as secretary and first librarian. The initial collection of 48 volumes was set up in the home of her mother, Mrs. Edwin Baldwin.

When in 1895 the Library Society erected a building to house both the library and city offices, Miss Baldwin loaned \$2,500 on a mortgage. In 1907, the library was turned over to the village, and Miss Baldwin cancelled the mortgage. Today's Baldwin Public Library was erected in 1927 in Birmingham's Civic Center at an approximate cost of \$175,000.

When Miss Baldwin died in 1913 she donated 13½ acres of wood land to be used for a city park. She also bequeathed a considerable sum of money for the erection of a modern high school, stipulating that it was to be equipped with an auditorium. So that in addition to the library, Birmingham has Baldwin Park and Baldwin High School as evidence of the civic spirit of Martha Baldwin.

The center of social activity is Birmingham's Community House, a spacious residential type of building, which serves the recreational, social and welfare needs of the city.

The last link was broken between the rural town of old and the suburban center of today, with the removal of the beautiful trees that bordered Woodward Avenue. When Progress rode the highway, Birmingham paid the penalty in beauty. The street was widened, and Birmingham's shopping district provided with greater facilities.

Birmingham today is a city of homes with fine residential districts on either side of the great highway that began as the historic old Saginaw Trail.



Alexander Agassiz

1835-1910

Son of the immortal naturalist, Louis Agassiz, whose work he continued throughout his lifetime, he found time to become one of Michigan's greatest benefactors through the development and direction of a vast copper mining industry.

COPPER HISTORY AT CALUMET

THE history of modern copper mining in Michigan dates from 1830, the year that Dr. Douglass Houghton first visited Lake Superior, in company with General Lewis Cass. It was the genius, ability and remarkable foresight of Dr. Houghton, carried to fruition by indefatigable effort, which gave the world its first true idea of the mineral wealth of the lake district.

The first visit of Dr. Houghton to Lake Superior determined the trend of his future life. He was fascinated by the possibilities of the district, geologically and commercially. In 1831, he returned with the Schoolcraft expedition, after he succeeded in securing a small appropriation from the legislature for a geological survey. As a result of this survey, Michigan in 1841 acquired indisputable evidence of the great mineral wealth existing in a region that hitherto had been considered barren. Capital began to make inquiries and in 1842, during the presidency of John Tyler, The Chippewa Indians ceded some 30,000 square miles of their lands to the United States, comprising the southern shore of Lake Superior.

Dr. Houghton was one of the early mayors of the city of Detroit and a man in whom scientific attainments were happily balanced by sound sense and a prescience truly remarkable. Later scientists, following in his steps, have carried forward the scientific development of the lake copper district far beyond where he left it when cut off by accident

in his prime. Dr. Houghton was drowned off Eagle River in October, 1845, while making a geological survey on the shores of Lake Superior.

Tyler's secretary of war was David Henshaw of Boston, Mass., an enthusiastic believer in the future of the lake district, and it was through his solicitation that the first capital was invested in copper mining. Since that date Boston money invariably opened every new Michigan copper mine.

One day in 1860, E. J. Hulbert, a surveyor, stumbled across a curious pit which appeared to be artificial. Clearing away the rubbish at the bottom, he found a considerable quantity of verdigris. This pit is believed to have been a prehistoric copper cache. Hulbert concluded he was close to a stratum of copper-bearing rock. He blasted a few feet and uncovered what proved to be the famous Calumet conglomerate. Hulbert sank a shaft and again ran into the copper-bearing lode. Thereupon he went to Boston where he met Quincy A. Shaw, a brother-in-law of Alexander Agassiz who already was interested in Lake Superior mines. Hulbert persuaded Shaw and his friends to purchase a controlling interest in his mine. Hulbert was placed in charge of mining operations. Later additional lands were purchased and additional mines opened which subsequently became the Calumet & Hecla.

At that time Alexander Agassiz, educated as an engineer, was employed as an assistant in the museum of natural history that his father, Louis

Agassiz, founded at Harvard. In 1867, the mining operations began to fail and young Agassiz was sent to Calumet in an attempt to rescue what was then a desperate venture.

In less than two years, Agassiz built a railroad, dredged a channel to navigable waters, developed and equipped two mines and mills, the Calumet and the Hecla, which, by 1868, were prosperous little concerns, producing between them 325 tons of ingot copper a month. The fight won at Calumet, Agassiz returned to the career of an investigator of natural history at Harvard. This remained his major interest through life. But until his death, for more than 40 years, he kept his hand on the direction of affairs at Calumet, returning here twice a year. He became president of the company in 1871 and held the position for the rest of his life.

Calumet comprises separate communities, including Laurium, Calumet, Hecla and South Hecla.

Calumet boasts fine schools, a beautiful municipally-owned playhouse, a community hospital—all the comforts, in fact, to be found in a modern, prosperous, progressive city.



Jacob Sammons

1804 - 1859

*Typical Michigan pioneer, father of
Cheboygan, who saw in the primitive
northern wilderness a promised land
and made his dream come true.*

INDIANS NAMED CHEBOYGAN

THIS is the romance of Jacob Sammons, a journeyman cooper plying his trade beneath the parapet of historic Fort Mackinac.

With the impetuosity born of youth, Sammons set out in 1844 in his sailing scow for the mouth of the Cheboygan, some eighteen miles down the Straits. Here was a camping ground of Wyandot and Huron, who called it Shab-we-gan.

To Sammons this was the fulfillment of a dream. Here was the site for the cooperage of his reveries. Here he would remain. With his two hands he hewed the logs and reared himself a cabin close to the river's edge, the first white settler.

With additional recruits from Mackinac Island and other points the little settlement began a steady growth and soon several sawmills joined with Sammons' plant to form a thriving little industrial colony along the river bank.

A sturdy stock these pioneers. Except during the season of navigation they were virtually isolated from the outside world. The same wind jammers that carried lumber and Sammons' barrels to Chicago and other lake ports brought back supplies to last them throughout the long winter.

Almost coincident with the rise of Cheboygan was the founding of Duncan City (now the first ward of Cheboygan) two miles to the East. Already the location of the Customs House, the legislature

placed the county seat there and in 1855 the U. S. Government Land Office was transferred there from Flint. In Duncan City one name stands out, that of Thompson Smith, a Pennsylvania Quaker. A cabinet maker, by trade, he early in life had learned the value of thrift and under his operation, mills, ship yard, machine yard, machine shops—the first in the country to manufacture snow plows—and other industries enjoyed unusual prosperity. With his death those various enterprises went into a decline and the subsequent destruction of the mills by fire wrote finis not only to the settlement but to the horse car line connecting Duncan City with Cheboygan.

Meanwhile Cheboygan was carrying on. Attracted by the immense stand of virgin pine in the adjacent hinterland as well as the river, a natural waterway draining a territory for a radius of fifty miles or more to say nothing of the excellent harbor, it was but natural that capital should regard the spot with a favorable eye. New mills, machine shops and allied industries began to make their appearance and with the consequent increase of lake traffic and the arrival of a railroad in 1881, the village boasted a population of 3000.

With its incorporation as a city in 1889, the population had increased to 4000 and a decade later the federal census showed over 6000.

An event of great importance to Cheboygan was the completion of the dam and locks on the Cheboygan river in 1869 which made available a vast supply of water power for manufacturing

purposes and opened up to navigation a chain of lakes and rivers extending back into the surrounding terrain for over fifty miles.

Cheyboygan has successfully defied the ghost town tradition. Its paper mills supply material for making the patterns from which women's and children's garments are cut; foundries supply the automotive industry with important units; commercial fisheries ship thousands of tons of food fish to the markets of the East and Central West. Cheboygan boasts of an unexcelled municipally owned water system, of its splendid school system, of its City Hall housing one of the few publicly owned theatres in the state; of its Carnegie Library, its Churches, Court House, Gymnasium.

Founded by hardy pioneers who braved the dangers of the frontier wilderness, Cheboygan, like many another Michigan city has a heritage of stoutheartedness and resourcefulness which it will cherish always.



MAJOR GENERAL
Henry Dearborn

1757 - 1829

*Soldier through the Revolutionary War,
loved by Washington, trusted by Jefferson
and honored by Madison and Monroe, in
whose honor this city was named.*

U. S. ARSENAL AT DEARBORN

FIVE years before the opening of the nineteenth century, a lone settler, James Cissne, took up a cabin site on the banks of the River Rouge. Pioneers and settlers were slow to follow into this section as the massacre on the River Raisin and many other Indian depredations along the Detroit river were well remembered. With the defeat of the great Chief Tecumseh by Harrison and of the British by Perry, the Indian power was broken and then the trek of families from Ohio, New York and the East began.

Conrad ("Old Coon") TenEyck built his famous tavern on the banks of the River Rouge about 1826. This familiar hostelry was the first stopping place for travelers to the west from Detroit. Here they were graciously fed and accommodated for the night by the brusque, joking landlord.

President Monroe in 1827 was authorized by Congress to survey a military road which would connect Detroit and Chicago. Starting from Detroit the surveyors blazed a trail through the virgin forests and that road is known today as Michigan avenue, but the task became too costly and was abandoned in favor of Indian trails. The lane to the entrance of the Henry Ford estate is part of this early winding trail. In 1832 Congress opened the vast military reserve to settlers and immediately following this Lieut. Joshua Howard platted a portion of the Village of Dearbornville.

On June 30, 1833 the cornerstone of the United States Arsenal, better known as the Detroit Arsenal, was laid. The series of eleven buildings, built of brick and arranged in a square surrounded by a wall of heavy masonry, twelve feet high, were all calculated as a defense. The original purpose of the arsenal being a secondary defense for the river frontier.

Throughout the early years, Dearbornville, and Dearborn as the name was later changed by the post office department, continued as a small community on one of the main turnpikes.

In 1847 two brothers, William and Henry Ford came to Michigan from Bandon, Ireland and in 1863 a son was born to Mr. and Mrs. William Ford in a humble home in the old "Scotch Settlement." This boy, Henry, was destined to focus the eyes of the world not only on himself, but upon this community in which he lived.

Before the days of the horseless carriage, Titus Dort, who in later years became a figure in the automotive industry, established a brick yard. The twin lakes in front of the Ford engineering laboratory are partially the result of his excavations.

As the village of Dearborn grew, another community to the east developed. This was known as Springwells, and later Fordson. In 1928 the great Ford industry had spread to both villages and it was decided to consolidate the two towns. The cities had prospered and grown and the amalgamation made Dearborn the 11th city in population in the state.

Then came greater and greater development until today Dearborn is a mecca for tourists from all over the world. Greenfield Village and the Edison Institute of Technology are two of the greatest attractions. Here one finds the old American world and its customs in perfect display. Here are the original buildings used by Thomas Alva Edison, his laboratory and workshops. There are also the Lincoln Court House, the old saw-mill, tin-type shop, Clinton Inn. In a great museum one finds the history of transportation dramatically portrayed. The Ford Rotunda is a famous spectacle. And the most impressive spectacle of all—the great Ford factory—monument to the genius who conceived it and to the amazing modern industry in which it plays so large a part.

Dearborn, a point selected for government defense, has developed in slightly more than a century to a metropolis, its modern status due almost wholly to the ideas of and influence of one man—known throughout the entire world—Henry Ford.



William C. Durant

Born December 8, 1861

His dynamic drive against great odds and in the face of repeated setbacks, carried the automobile industry through its precarious infancy, giving Flint its place as the second largest automotive manufacturing center.

THE STORY OF FLINT

ALTHOUGH Flint's natural resources were recognized by the first white fur traders as agricultural, the city, through a series of unique circumstances, became an automotive manufacturing center. Jacob Stevens, a pioneer from New York state and credited with being the first white settler in the vicinity of Flint, wrote to his parents in 1825 of "wheat yields of 50 bushels to the acre and the stoutest growth of corn I have ever seen."

The first sawmill was erected in Flint by Stage & Wright, but lumbering operations did not expand beyond the home market until 1856 when Henry H. Crapo, later governor of Michigan, began his extensive operations that started sawmills springing up like mushrooms along the river banks.

As the forests were cleared from the river banks enterprising citizens would not countenance the passing of industrial activity from the city, in which the lumbering industry had left considerable wealth. The manufacture of cigars was started in 1875 when Myer Ephraim set up a small plant. The business rapidly increased until Flint became an important tobacco manufacturing center.

However, a dynamic group of men already had greater dreams of industrial enterprise for Flint. W. A. Paterson set up shop as a carriage blacksmith and turned out the vehicles by hand. By 1882, Begole, Fox & Company established the

Flint Wagon Works, turning out 10,000 farm wagons a year, and the Paterson carriage business grew to a capacity of 50,000 a year.

The "sulky" cart soon came into vogue, and it was the popularity of this vehicle that brought into the industry William Crapo Durant, grandson of Gov. Crapo, who later became a mighty figure in the automobile industry. In partnership with J. Dallas Dort, he contracted with Mr. Paterson for a phenomenal number of the carts, sold them faster than they could be produced.

The city's population was around 14,000 at the time A. B. C. Hardy built the first automobile here in 1901. It was a sporty bright red roadster. He built 52 of them the next year and became involved in 52 patent suits and eventually liquidated.

Present-day Flint was born with the organization of the Buick Motor company in 1903. With no natural resources for automobile manufacture, no particular advantage in respect to markets, power, fuel, labor or transportation, Flint gave rise to its automobile industry by the sheer initiative, genius and courage of its citizens. Local banks frantically raised money to tide busy industrialists over treacherous financial rocks that many times almost wrecked the new enterprise. Men staked fortunes in the horseless carriage, and as the factories expanded, the city grew like a gold rush town. Among those who laid the foundation of the Flint of today were William C. Durant, Walter P. Chrysler, J. Dallas Dort, C. W. Nash, Charles S. Mott, Albert C. Champion, W. F. Stewart,

Arthur G. Bishop, A. B. C. Hardy, Charles F. Barth, William S. Ballenger, J. H. Whiting and others well known in the automotive world.

Mr. Durant's dramatic part in the birth of Flint's auto industry gave rise to the city's present industrial status. Around his Flint-born enterprises he formed the world's largest automotive corporation of today.

From the tract of land that Trader Francis Campau sold to John Todd in 1830 for \$800, has grown a city of 165,000, of four major automotive plants and 150 smaller manufacturing concerns. More than \$600,000,000 in manufactured products are shipped out of the city annually. There are 45,000 persons whose livelihood comes directly from their factory jobs.

Cultural and recreational development has kept pace with the rapid industrial expansion in Flint. Its school system is widely known. Parks, safety playgrounds, musical, athletic and other recreation programs offer a well-rounded civic life, its major phases co-ordinated under a central administering organization, the Flint Community Association.



Louis Campau

1791 - 1871

The Indians who traded with Louis Campau at the rapids of the Grand River called him "Wagoosh," which means the Fox. Later, however, they came to know him as Uncle Louis, a term of veneration used by citizens of the town he founded.

HOW GRAND RAPIDS GREW

LOUIS CAMPAU, the founder of Grand Rapids, bought the area that later became its business district for \$90. Though he lived to see it worth millions, he died virtually in poverty.

He came to Grand Rapids from Saginaw to set up a trading post in 1826, a decade before title to the land North and East of the site had passed from the Indians. In 1836 the government made a treaty with the Chippewas and Ottawas, giving them large tracts in the Grand Traverse Bay region and along the Pere Marquette River as well as annuities for 20 years.

It was not long after Campau settled at the rapids that he realized the site would some day be populous. Immediately after it was surveyed for the government by Lucius Lyon, Campau bought the 72-acre tract that was destined to be the city's business district. Lyon, who had intended to buy it himself, was forced to purchase part of it from Campau at a higher price.

Thus began an enmity between the two pioneers that resulted in the present peculiar layout of the downtown district. Campau platted his land so that those who lived in Lyon's plat could have direct access to it only from Division avenue.

Campau favored the name Grand Rapids. Lyon insisted on the name Kent, after a chancellor of New York state, and it was so called for nine years.

Finally Campau had his way but the county remained Kent.

While Campau went in for wildcat banking and living the life of a landed gentleman, selling a few lots when his creditors became too pressing, Lyon took up commerce and politics. He sold the first barrel of commercial salt processed in the state, became Michigan's first senator in Washington.

Michigan's second city has had only one boom. It lasted from 1833 to 1837 and the founder of Grand Rapids was virtually wiped out in the reaction. Just 100 years ago, Louis Campau was said to be worth \$100,000, a large fortune for those days. In 1838, he was forced to assign most of his property to his creditors.

Just before the crash, the township of Kent was organized, everyone of the nine voters electing each other to an office. The town became a village in 1838 with a population of 2,686. It issued its own currency—"shinplasters" it was called.

After recovering from the aftermath of its boom, the town's growth was slow, relatively steady. Grand Rapids became a logging center. It is estimated that more than three and a half billion feet of timber were logged from the vicinity of Grand Rapids. During those days the city was noted for its 12 shipbuilding establishments, though the location is 30 miles from Lake Michigan. In that era, too, the furniture industry got its start—but when the trees disappeared, the industry stayed. The men and the machinery for a

great industry were fixed in what later was called "The Furniture Capital of America."

In recent years, however, a very large share of the city's industrial activity has come from metal fabrication, for Grand Rapids supplies parts and bodies for automobiles. For the last decade the metal trades have employed twice as many workers as the woodworking industry.

The prosperity of Grand Rapids is also based on diverse industries, including gypsum products, refrigerators, tires, boxboard, carpet sweepers, brass goods—in all, 2,500 manufactured products turned out by 516 plants. These industries produce each year products worth about \$150,000,000.

Ministering to the needs of the 176,000 inhabitants are 2,560 retail establishments, 80 schools, 150 churches, 43 parks valued at three and a half million dollars, 11 hotels and 27 theaters.

This is the city that, one hundred years ago, numbered a dozen families. It is the place visited by two bachelors from Vermont who described it as "A hundred miles from nowhere . . . where there were six of the prettiest girls west of Montpelier."



Samuel Dexter

1787-1856

He led a colony of 62 people, including his 75-year old mother, from Herkimer, N. Y. to found Ionia in 1833. He typified the pioneer spirit of early 19th Century.

AS THE Michigan forest turned red and gold in the fall of 1832, two travel-weary horsemen dismounted before the trading post of Louis Campau, at the rapids of Grand River and sought shelter. They had traveled from Herkimer county, New York to Ann Arbor where they secured horses, then to the site of Ft. Dearborn, now Chicago, back to a point near where Kalamazoo is now, then turned northward to the rapids of Grand River.

They stopped briefly with Campau, set out again east along the Grand until they came to an Indian village of the Flat River Tribe.

One of the travelers was Samuel Dexter, a prominent resident of Herkimer county, and he was pleased with the fertile river bottoms and the rolling hills behind this Indian village. He returned at once to Herkimer and prevailed upon his friends and neighbors to join him and found a colony on the site he had selected.

On May 28, 1833, Dexter and 62 others reached the Indian village after a journey by barge through the Erie Canal, which as a contractor, Dexter had helped build, by steamer to Detroit, and by wagon through a wilderness unbroken save for rude trails.

There they founded Ionia.

First in the wigwams of the Indians, then in a few crude log cabins, the settlers spent their first

months on the land to which they had been drawn by the will to found a sturdy, permanent settlement, rooted in the soil, and to build their homes.

Ionia's early days unfolded to the harmony of mill stones grinding grain, of saw and hammer fashioning homes, of crude implements tilling the soil, of budding business, of Sunday hymns and the voice of God-fearing men and women who built not for a day but for the future.

Cultivated lands increased and fertile acres produced. Small steamboats plied Grand River from Lake Michigan bringing long-awaited supplies. Trails opened eastward and southward, under the feet of an increasing number of settlers. The railroads came. The wilderness retreated, until Ionia County was one of the state's foremost agricultural areas.

To the north, pine forests towered, strung like a velvet curtain along Ionia County's northernmost edge. The pine boom came, streams brought their billions of feet of logs from the pineries down the Flat, the Maple and the Grand, mills mushroomed, factories sprang up, the iron trail of the Ionia and Lansing railroad extended northward, and Ionia became a thriving railroad center, its yards piled high with lumber and logs awaiting shipment.

The coffee mill on Samuel Dexter's door-post where the first colony ground its maize, and the grist mill that followed, gave way to the barrel and stave factory, to the manufactory of milk, safes

and fanning mills, of furniture, wagons, passenger coaches and freight cars, and, eventually, the automobile body.

In 1866, when Richard Hudson bought out the interest of C. R. Mabley in their Ionia Clothing Store, 19-year-old Joseph Lowthian Hudson, who had worked for Mabley in Pontiac, joined his father and together they conducted the business as R. Hudson and Son. In 1877, young J. L. Hudson came to Detroit to become associated with C. R. Mabley and in 1881 he went into business for himself to found The J. L. Hudson Company.

Ionia's progress has been similar to that of Michigan's smaller cities. The early Indian trails and primitive corduroy and plank roads have given place to transportation over two important railroads, the Grand Trunk and Pere Marquette, and to some of Michigan's finest trunk highways which intersect it. Centrally located, easy of access, favored scenically, rich agriculturally, it is one of the state's most favored sections.

Unspectacular, friendly, courageous, dependable, Ionia is representative of the best traditions of out-state Michigan.



Austin Blair

1818 - 1894

Civil war governor of Michigan, 1861-1865, and chairman of the committee that drafted the first Republican platform "under the oaks" in Jackson on July 6, 1854.

JACKSON — MICHIGAN'S HUB

JULY 4, 1829—America's 53rd birthday!

Two white men and an Indian, sleeping beside a clear, sparkling stream, are awakened by a bright and smiling sun. Promptly, the Indian and his paleface companions set about the business of preparing breakfast.

Jackson's first day has begun.

The figures in the picture are Horace Blackman, credited with being Jackson's founder; Capt. Alexander Laverty, an experienced hunter and woodsman of the Michigan frontier; and Pee-wytum, an Indian guide.

Blackman had come from New York state to visit friends in Ann Arbor and to find in the Michigan wilderness a home for himself and the families of his father and brothers and sisters. This spot on the Washtenong, since renamed the Grand river, on which the trio was encamped was indicated on his survey map as the probable site for the seat of the next county to the west of Washtenaw and perhaps the "hub" of Michigan.

Before the day was over, Blackman had started the first survey of what is now the city of Jackson.

During the following winter, which Blackman spent in the East preparing for the journey of his relatives to the new home, a government survey party laid out the territorial road from Detroit to St. Joseph on Lake Michigan, now US-12. Stop-



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ping at the cabin Blackman had built the fall before (now the corner of Trail and North Jackson Streets), the party attached to the town-to-be the name "Jacksonburgh," honoring President Andrew Jackson, then in the White House.

Before Blackman could return in the spring of 1830, a sawmill had been erected by a rival party from Ann Arbor on the Jacksonburgh site. It was the city's first industry. In 1838, location by the legislature of the Michigan State Prison at Jackson gave the growing frontier town the edge on other towns in the territory by reason of its contract labor system.

The original Michigan Central railroad reached the city from Detroit in 1841. Today, the several branches of this railroad that have a junction in Jackson, together with the Cincinnati Northern and a branch of the Grand Trunk, have fulfilled the prediction of Blackman's map that the city would someday become Michigan's "hub."

Organization of the Consumers Power Company in 1910 was perhaps one of the most important steps in the industrial development of Jackson and of all southern Michigan. Its power dams on the Au Sable, Muskegon and other rivers to the north supply power and light for most of the vast territory in the southern peninsula outside Detroit. In late years the manufacture of radios and electric refrigerators has been added to the ever-growing list of Jackson's diversified enterprises; and the winter of 1936-37 saw the establishment of a branch factory of a large tire manufacturer.

Jackson prison today is no longer within the limits of the city. In 1924, the legislature ordered construction of the new State Prison of Southern Michigan at an estimated cost of \$14,000,000.

To the Nation's history, Jackson contributed to the formation of a major political party. It was "under the oaks" at what is now the corner of Franklin and Second Sts. that the Republican party was born on July 6, 1854. On the platform committee at that time was Austin Blair, who seven years later became Michigan's Civil War governor. After the war and the termination of his second term as governor, he returned to Jackson and was twice elected to Congress.

From 120 souls who were residents of Jacksonburgh at the end of its first year, 1830, the city has grown to a population of 71,000.

Jackson has contributed a generous share toward the development of both Michigan and the Nation and her citizens take justifiable pride in her achievements.



Titus Bronson

1788 - 1853

A wilderness rover and pioneer, an empire builder of Michigan's leatherstocking era, who founded Kalamazoo and gave the early community his name.

KALAMAZOO was an unbroken wilderness when Titus Bronson, a shrewd, bold Connecticut Yankee, arrived at the site of the future city on the first day of summer in 1829. His one-room tamarack cabin was the first settler's home within the present limits of Kalamazoo.

Other pioneers of the great Western migration might seek wealth or adventure. But not so Bronson. One single purpose occupied his thoughts. His ambitions were concentrated on the founding of a new city. And so Kalamazoo did not just grow like most other American communities, but was systematically planned by a restless, resolute spirit who meant its name to be for all time a memorial of his life.

Events fully justified his vision. Scoffers who heard his prediction of a large community in 30 years saw the prophecy come true within *two* years. He made Kalamazoo the county seat despite the superior waterpower advantages of Comstock. Then suddenly he sold out and moved away. Whether he left in disappointment because the village changed its name from Bronson to Kalamazoo is not known. He lost his fortune in a land swindle at Rock Island, Ill. and broken in health he went back in 1853 to his native state to die.

Kalamazoo's early growth was rapid. Immigrants poured into the valley, some coming from the East

by canal and lake boats and others following old Indian trails from Ohio and Northern Indiana.

Kalamazoo's growth and character were vitally affected by two events in the 30 years prior to the Civil War. The first was the founding of Kalamazoo College on April 22, 1833, as the Michigan and Huron Institute. The co-founders were the Rev. Thomas W. Merrill, a Baptist missionary, and Judge Caleb Eldred of Climax.

The second major event was the opening of Kalamazoo Central high school on December 6, 1858. That development precipitated one of the outstanding legal controversies in the history of American education. The right of taxation to support secondary schools was bitterly assailed in the courts in a 15-year struggle culminating in a state supreme court decision clearing the way for the establishment of high school systems in all the states carved out of Northwest Territory.

Kalamazoo's industrial pattern was fixed when in 1867 the first of the city's paper mills, the Kalamazoo Paper Company's plant, was opened by Benjamin F. Lyon and Samuel A. Gibson, of Fitchburg, Mass. It was the forerunner of a large group which together have given an indelible stamp to the manufacturing interests of the community. Today, Kalamazoo is still known the world over as the paper city, although its industries in recent decades have become more diversified and celery and even pansy culture is now a major factor in the business life of the city.

The name of the Rev. Mgr. F. A. O'Brien will live long in the city's history. During the 38 years he was rector of St. Augustine's he was instrumental in the establishment of Borgess hospital, the founding of St. Anthony's home, Gibbons Hall, Lefebvre Institute, Nazareth Academy and Nazareth College.

In 1904, Kalamazoo became the seat of Western State Teachers College, one of the six largest teacher training institutions in the country. Dwight B. Waldo became its first president.

Through the wisdom and foresight of Dr. William E. Upjohn, Kalamazoo in 1916 took the lead in the establishment of the commission-manager form of municipal government in Michigan. Dr. Upjohn's many munificent gifts to his home community were climaxed in 1931 by the opening of the \$300,000 Civic Auditorium, which was dedicated "to the wiser use of the people's leisure time".

Today, more than 75,000 people live in Kalamazoo and its immediate suburbs. Perpetuating the name of Titus Bronson are Bronson Hospital and Bronson Park—memorials to the proud and restless spirit of the first pioneer.



Chancellor John Lansing

1754-1829

Lawmaker, eminent jurist and Chancellor of the state of New York, after whom Michigan's state capital derived its name. He never learned of the honor that Michigan paid him.

HOW LANSING BECAME CAPITAL

IN 1825, when Governor DeWitt Clinton of New York opened the Erie Canal, a new impetus was given to westward migration. And pioneers soon were following the waterways to Detroit and began penetrating into the wilderness beyond it.

Oddly enough the city of Lansing had its origin in a land fraud, perpetrated by two smooth timber cruisers who conceived the idea of platting a city on paper, located at the junction of Grand and Red Cedar Rivers, central Michigan. They named their imaginary metropolis Biddle City—a "city" of 65 square blocks with three public squares—and began selling lots in the east.

Their proposition looked so well on paper that a number of people invested, especially in the village of Lansing, New York, and in 1835 these victims trustingly piloted their way from their home state out into the wilderness.

While they didn't find what they expected, a number of them did find favor with the region and settled there, calling their settlement Lansing, after their home village, which was named in honor of Chancellor John Lansing of New York, a favorite son whose services were warmly appreciated in his home state. For 11 or 12 years the little township settlement of Lansing consisted largely of a few hardy souls who nestled about a sawmill in the wolf-infested forest.

Ninety vast miles away, in the winter of 1847, the Michigan legislature's 12th session, meeting in the state capital in Detroit, found its members locked over a problem apparently without solution—the re-location of the state capital. They were obeying the mandate of Section 9, Article 12, of the state constitution of 1835, which stated that: "The seat of government for this state shall be at Detroit, or at such other place or places as may be prescribed by law, until 1847, when it shall be permanently located by the legislature."

For two months the legislature battled over the question. Every settlement in lower Michigan was voted on. The "Detroit influence" was feared by out-staters. When "the Township of Lansing" was offered, in light humor, the pressure was relieved amid laughs, and the house of representatives passed the bill and sent it to the senate.

On March 9, senators who would have given everything they owned for a better solution, passed the bill by a vote of 12 to 8. Governor William L. Greenley signed it March 16.

The selection of the name of the state capital was not made until 1848—it too being involved in legislative wrangling. It was not until 1859 that the capital city was incorporated.

The development of Lansing in the intervening years was not unlike that of many other communities in the raw midwest of its day—until destiny took a hand with the coming of the automobile.

First population figures credit Ingham county with 2,401 inhabitants in 1840. Two years after the capital was moved there, the figure had grown to 8,597. By 1854, the county's population was 11,222; Lansing township's, 1,556. In 1860, the year after Lansing's incorporation as a city, its first census showed a population of 3,047, with 496 living in the balance of the township.

In 1857 Lansing became the seat of one of America's first Agricultural colleges, the M.A.C., which in recent years became Michigan State College—an educational institution of high repute.

Today some 110,000 people live in greater Lansing, which includes East Lansing, the college center. They are well occupied in a broad field of modern commerce and professional activities. Lansing's famous automobile industries are a major institution capably serving a clientele reaching completely around the world.

Lansing was built by a series of unpredictable incidents turned out by the roulette of events. Those who helped most to build the city now appear to have been but useful instruments in the hands of destiny.



Alvin N. Hart

1804 - 1874

Frontier newspaper editor, public spirited citizen, first settler, community builder, a true Michigan pioneer—Lapeer's first and long her foremost citizen.

IN November, 1831, six years before Michigan was admitted to the Union as a state, Alvin N. Hart, with his wife and children, from Cornwall, Conn., settled in the white pine wilderness sixty miles north of Detroit. Early French traders traveling in this region had observed the rocky bed of the river and called it flint. "The Stone" in French was "le pierre," but the English adaptation made it Lapeer. Thus the town grew to be known as Lapeer and the river as the Flint.

A. N. Hart, Lapeer's first settler, came to the "Far West" in search of farm land and a home-site. A week later, Col. Jonathan R. White and his family arrived from South Hadley, Mass.

These first two families, the Harts and the Whites survived the hardships of this Indian-infested wilderness, and their descendants today figure prominently in the civic life of Lapeer.

In 1835 the county was organized and in 1837 one delegate was sent to the state legislature. Lapeer became a village in 1858 and a city in 1869, Lapeer's first newspaper was the "Plain Dealer," founded in 1839 by A. N. Hart. Lapeer's first public school was built in 1843.

The Lapeer Court House was built in 1839 by A. N. Hart following a sizzling political feud that threatened to leave Hart with this white elephant on his hands several times before the building was done and the contract paid. Still in use

today, this 98-year old structure stands as one of the state's historical buildings.

Lapeer was then divided in halves—the "upper town" of the Whites and the "lower town" of the Harts. A tamarack swamp separated the two. Years later, the "upper town" and "lower town" forgot their differences, and joined as one village.

In the pioneer days lumber was king. The north two-thirds of Lapeer county was originally covered with white pine. The first sawmill was built in 1832 and was owned by the White family. By 1872 there were 34 lumber manufacturers in the county, with at least two mills apiece.

Little was left in the swath of these lumbermen, who hacked down the great forests. By 1880 the boom days had passed and Lapeer settled down to its less romantic destiny of dirt-farming.

Today Lapeer is a city sprung from the sturdy stock of those New Englanders who settled here 100 years ago. The city directory is filled with their typical Yankee names. The population of Lapeer today is 3,800.

Lapeer continues to be the center of a rich farming and dairying industry. Two-thirds of the families in the county live on farms. Lapeer is the county seat and the natural trading center for this area. There are a few small factories in Lapeer, The Bostick Foundry, The Winn Trailer Corp., The Lapeer Wood Products Co., and the Aircraft Specialties Corp. Most recent industry is the Lapeer Stockyards. The Lapeer Steam

Engine Works, an early foundry run by the McDonald Brothers was torn down recently and re-assembled at Ford's Greenfield Village.

Greatest source of local employment is the Michigan Home and Training School, the largest institution in the world for the care of the feeble-minded, housing 3690 patients, requiring 557 employees for supervision and care. It was founded in 1894. Its 70 buildings are valued at over \$3,000,000.

Lapeer is situated in the heart of Michigan's lake region. Over 150 lakes, most of them good for fishing and camping dot the county. Nepessing Lake, the largest in the county, was originally the headquarters of the Chippewa tribe of Indians. Golfers who play on the nine-hole course overlooking the lake often flick out flint arrowheads from the earth with their iron shots.

A town built by pioneers who "came to stay", Lapeer today boasts two civic playgrounds. There is a Carnegie library. The school system, with 1,200 students enrolled, is recognized as a model institution by national educators.



John Jacob Astor

1763-1848

He made Mackinac Island the largest seat of commerce in the northwest; established John Jacob Astor House which the Michigan state legislature has voted to preserve as a historical monument.

MACKINAC ISLAND—MICHIGAN'S OLDEST

ONCE the North American Indian's garden of creation, Mackinac Island is the most historic spot in Michigan. After 300 years marked both by savage frontier warfare and active commerce, it has become a summer pleasure retreat of thousands drawn there by the aura of the supernatural that has clung to the Island since legendary Redmen gave it the name Michilimackinac.

Soldiers of three nations battled and paraded on Michilimackinac. John Jacob Astor built and won there for America a trade empire in furs. There, Henry R. Schoolcraft wrote the most comprehensive Indian history in existence. Edward Everett Hale wrote "The Man Without a Country." From Michilimackinac Christianity spread its influence to embrace a continent of savages.

White Man's history of Mackinac Island starts with the coming in 1634 of Jean Nicolet, one of Champlain's fearless explorers. The military and missionary history begins with the arrival in 1671 of Pere Marquette who built a mission at the present site of St. Ignace where his bones now lie.

French coureurs des bois established the first Fort Michilimackinac on a bluff overlooking St. Ignace Bay in about 1673, six years before the arrival of Robert Cavalier de La Salle and his ill-fated Griffin. In 1694 Antoine de la Mothe Cadillac, founder of Detroit, came to St. Ignace to find a village of 200 soldiers and 7,000 Indians.

Cadillac in 1701 moved his garrison to Detroit and in 1705 the Jesuits followed, burning their mission and leaving St. Ignace a "ghost town."

The St. Ignace Fort was restored as Fort de Buade in 1714 by M. de Louvigny and about 1721 it was moved near what is now Mackinaw City. When New France fell in the Battle of Quebec, Mackinac fell with it and the British took possession.

The Indians were hostile to the British. This hostility, during Pontiac's Conspiracy, flared into Michigan's bloodiest massacre. During a game of baggatiway the Chippewa, under pretext of recovering a ball batted over the stockade, stormed the fort and tomahawked 70 of the 90 men of the garrison.

The British recovered the Fort a year later. In 1780 the garrison was moved to Mackinac Island and the church and traders moved with it. King George III paid the Indians 8,000 pounds for the Island. Three years later, Mackinac was ceded to America at the close of the Revolutionary War.

The opportunity to regain the Island came in the War of 1812. General Brock learned of the declaration of war five days before Lieut. Hanks of the Mackinac Garrison. On June 16, 1812, he mustered every available man to form a force of 1,000 for an expedition to Mackinac. They landed secretly at British landing, hauled their cannon up the steep slope, and before the Americans knew a war was in progress, planted themselves at the

very back door of the bewildered garrison. Lieut. Hanks could do nothing but surrender.

The Americans were repulsed both on land and sea in their attempts to retake the Island, and outwitted in their attempts to blockade it. In 1815, however, Mackinac Island was restored to U. S. rule by the Treaty of Ghent.

Warfare now gave way to commerce. In 1822 John Jacob Astor established the Astor house, headquarters for the American Fur Company, making the Island a metropolis of the fur trade, the annual business in its heyday being \$3,000,000. Astor was a powerful factor in the United States influence in the Northwest. He treated the Indians with justice and made the Island the largest seat of commerce in the Northwest.

In 1826 Col. Thomas McKenney, joint commissioner with Gov. Lewis Cass, in negotiating with Indians said: "Mackinac is really worth seeing. I think it by no means improbable that it will become the place of fashionable resort for the summer. There is no finer climate in the world."

A military seat for 200 years, Mackinac Island in 1895 was given to the State of Michigan for park purposes and its garrison moved to the Sault.



Peter White

1830 - 1908

Pioneer founder, public servant, community benefactor. His banking and commercial interests helped mightily to establish Marquette. His many gifts to the city represent much of Marquette's public property.

MARQUETTE IRON HISTORY

DISCOVERY of iron ore in Upper Michigan near Negaunee by William R. Burt, September 19, 1844, directly affected the founding of the City of Marquette. His reports of mineral richness threw the settled northwest into a tumult compared only to the excitement caused a few years later by gold discoveries on the Pacific Coast.

Mining fever brought an 18-year-old lad, Peter White, who within the next 60 years was to become "father" of the city and many of its institutions. On the afternoon of July 10, 1849, he and a party of men began clearing the site of Marquette, young Peter receiving the honor of felling the first tree.

In August of that year the schooner "Fur Trader" arrived, bringing a large number of settlers, mostly Germans and Irish and a few French. By the end of the winter, dwellings had been erected, as well as a small dock at which boats could land. Thus the city had its beginning in the last year of the first half of the Nineteenth Century, and her progress has been based, chiefly, on her advantages as a shipping outlet for the vast products of the iron ranges.

The first plat of the city was made for the Cleveland Iron Mining Company in August, 1854, and was recorded before Peter White, registrar of the county. Marquette was incorporated under

authority of a legislative act approved February 27, 1871.

A period of prosperity was checked on June 11, 1868, by a fire which began in the shops of the Marquette, Houghton and Ontonagon railway, burning everything along the lake shore as well as the business district of the city. Damage was estimated at a million and a half dollars. However, more substantial structures replaced those destroyed and the city continued growing.

A great amount of iron ore has been shipped from the Marquette range over Marquette docks. In 1856, even before a dock had been built, 7,000 tons were shipped, and the output increased to a record 4,500,000 tons in 1929. A new mark is expected to be set in 1937 when more than five million tons are expected to be loaded into lake steamers from two of the largest ore docks in the world, one owned by the Lake Superior and Ishpeming Railroad and the other by the Duluth, South Shore and Atlantic Railroad.

One of Marquette's most famous beauty spots is Presque Isle, a scenic attraction for tourists. Among the many prominent buildings of the city are the Northern State Teachers college group, the Peter White Public Library, the Northland Hotel, two hospitals, the Northern Michigan Children's Clinic, a gift of the late Senator James Couzens, and the Marquette Branch Prison.

Marquette's banks rank first among those of the Upper Peninsula. The First National Bank and

Trust Company, the largest and most modern in Northern Michigan, was organized by Peter White January 22, 1864.

Population growth has not been retarded. Two hundred white settlers were counted in 1852 and 1,664 inhabitants in 1860, including half-breeds and Indians, were recorded. At the turn of the century more than 10,000 people had made their permanent home in Marquette, and today approximately 15,000 persons are living in the city.

Within the last decade Marquette has come to be regarded as a splendid residential town and has become the district headquarters for many national business concerns as well as district offices for many state and federal agencies.

Probably nothing can better illustrate Marquette's present prosperity than its enviable financial condition. On December 31, 1936, the city had a cash balance of over \$300,000 and the city's 1937 tax rate is \$4.50—the lowest in its history and one of the lowest on record in the state. Partial credit for its financial health goes to Marquette's municipal lighting plant and water works which net more than \$100,000 profit annually to the "Queen City of Lake Superior."



Herbert Henry Dow

1866 - 1930

Scientist, industrialist, public benefactor, the wizard of chemistry whose development of the electrolytic cell process in the separation of elements built a major industry and affected many others.

MIDLAND CHEMICAL STORY

IN 1836 Midland County acquired its first permanent white settler, John A. Whitman, who began clearing a farm in the forest area near the Saginaw-Midland county line.

Lumbermen were attracted to the region due to the wonderful stand of white pine. The Averill rollway, six miles west of Midland, around which the novel *Red Keg* was woven, became most famous and was credited with being the largest in the world at that time. The spring drive would often see 44,000,000 feet of huge pine logs in the river at this one location alone. Lumberjacks say that a person could walk down the river from Edenville to Saginaw on a stream paved with logs.

The only transportation in the early days was on the Tittabawassee river. Dan Osborne had a scow which would carry seven tons of merchandise and this he poled to Saginaw, 23 miles away. John Larkin and Capt. Philo Sumner built the "Midland City," a 25 ton side-wheeler, which made three trips weekly to Saginaw. Later roads were cut through and the Flint & Pere Marquette railroad was extended to Midland.

While lumbermen were still continuing their harvest of pine from Midland and the remainder of the Saginaw Valley, they discovered that brine existed in the earth under their mills, and the industry of pumping this brine and evaporating

it by heat from their waste lumber became a profitable one. The first salt well here was sunk in 1878.

As time progressed it was found that Midland brine was heavy in bromine content and by 1884 the village was shipping out annually about 60,000 barrels of salt and 4500 pounds of bromine.

Four years later the possibilities of the field came to the attention of Herbert Henry Dow, professor of chemistry and toxicology in a medical school in Cleveland.

In 1890 he, with the assistance of J. H. Osborn leased a well on West Main Street, Midland, and started a plant for bromine extraction.

The time was ripe for Dow's newly discovered process, which permitted the removal of bromine by use of an electrolytic cell instead of the evaporation method previously used. This began an industrial career that was to become known and recognized throughout the modern world.

For forty years, until his death in 1930, chemist Dow led the Dow Company, and enormous was his contribution to its expansion. From the brine of Midland County are derived ample supplies of five valuable elements—bromine, chlorine, calcium, magnesium and sodium. Dow extracted them with such success that Midland now produces nearly all the bromine and magnesium in the United States, is one of the largest producers of chlorine and phenol and occupies a prominent position in the production of caustic soda and calcium chloride and numerous other chemicals.

Dow Chemical Co. means livelihood to over 4000 employees, including 500 scientists and technicians. Dow contains over 300 buildings, covers over 250 acres of ground, has its own rail system, numerous subsidiaries throughout the country. In 1930 Dr. Dow was awarded the Perkin medal because of his part in creating a national chemical industry largely through extraction of chemicals by use of the electric cell.

The first major oilfield in Michigan was opened in Midland County and with the discovery of the Porter field the county produced from 60% to 75% of all the oil produced in the state for some years. Near the city east limits is one of the most modern coal mines; to the north on the Tittabawassee river are large power dams.

With oil and gas lines direct to the major fields, a refinery, and numerous small industries; 18 miles from docks on the Great Lakes; two railroads, many concrete highways, the city bids well to becoming the hub of the Saginaw Valley industrial area of the future.



General George Custer

1839 - 1876

Gallant soldier, Indian fighter, whose tragic "Last Stand" is known to every school boy in America. He claimed Monroe, Michigan, his home.

IN THE year 1780, a year before Cornwallis surrendered at Yorktown, Colonel Francis Navarre journeyed from the French village of Detroit to start a settlement on the River aux Raisins. There he found a Pottawatamie village and a trading post of the Northwest Fur Company, and there he built a log cabin on land deeded him by its Indian owners, who signed the document with a rabbit, a fish, an elk, a bear and a beaver. By 1784 a hundred French families from Canada had been attracted to the new settlement and Frenchtown became the third permanent community in Michigan.

After the Revolution, British settlers followed the French and in 1796 Captain Porter raised the American flag over the blockhouse at Frenchtown. When Michigan became a territory in 1805, federal district court was held in a Monroe home and Colonel John Anderson began drilling a company of Militia, for even then the trouble was brewing that led to the War of 1812.

Those were stirring days. General Hull surrendered Detroit to the British; General William Henry "Tippecanoe" Harrison sent General Winchester with several hundred Kentucky militiamen and friendly Indians to retake the city. On the dark and bitterly cold night of January 21, 1814, this little company, encamped at Frenchtown, was attacked without warning by the British and their Indian allies under Colonel Henry Proctor. He

was unable to restrain his Indian troops, who killed and scalped the Kentuckians, only a few escaping, and the Massacre of the River Raisin became a bloody chapter in American history.

Peace came by the end of that year and in another three years, 1817, Frenchtown became Monroe, christened after the newly elected President by Governor Lewis Cass.

Two events make 1835 a red letter year in Monroe's history. Michigan applied for statehood in that year; we celebrate our state centennial in 1837 because Ohio, already a state, objected to Michigan claiming Toledo, a claim based on the ancient Northwest Territory boundary extended due east from the foot of Lake Michigan. Ohio persuaded Congress to move the Michigan line north far enough to keep Toledo in Buckeye territory, and hotheads in Michigan mobilized several thousand troops to retake the city. The impromptu army bivouacked in Monroe, while Toledo bristled with armed Ohio patriots. The armies never clashed, however; Michigan was given the Upper Peninsula for compensation, and Monroe returned to a normal existence.

In mid-century, two German nurserymen established nurseries that became the city's leading industries. As early as 1834 a water power paper mill was built west of Monroe along the Raisin. Today Monroe's paperboard mills are among the largest in the world. Reopening of the Monroe harbor, a million dollar War Department project, begun in 1932 and finished in 1934, brings lake

vessels into the city once more with cargoes of steel for a huge rolling mill and sends them away laden with paper.

From a village of 1703 in 1840, Monroe has grown to 20,000. Its paper, steel, office furniture, automatic stokers, shock absorbers and castings industries keep 5,000 workers busy and pay them annually ten million dollars. Its proud past and its ancient traditions through 157 years give it a unique community solidarity and civic consciousness.

Although not his birthplace, Monroe claims an important part in the life of General George Armstrong Custer, Civil War major general at 25, Indian fighter, gallant cavalryman and tragic figure in the massacre on the Little Big Horn in Montana, June 25, 1876. Here Custer went to school; here he met and, on furlough from the front, married Elizabeth Bacon in 1864. In Monroe's Soldiers and Sailors Park, along the river, stands an equestrian statue to General Custer erected by the state and dedicated in 1910 by President Taft.



Gen. Alexander Macomb

1782-1844

Veteran soldier, served with distinction in this area throughout the War of 1812, active in early Michigan history, namesake of Macomb County.

MOUNT CLEMENS—HEALTH RESORT

MOUNT CLEMENS was named for its founder, Christian Clemens, who surveyed the site in 1795, while with a surveying party in charge of Lewis Cass. They had blazed a trail through the wilderness from Detroit when Clemens is said to have remarked about coming to a slight rise of ground—the first rise since leaving Detroit. One of the party, according to tradition, laughingly answered: "Mr. Clemens has discovered a rise of ground, we will call it Mount Clemens." It was years later before Clemens returned.

In 1797 John Brooks built a distillery near Clinton river, and continued its operation until sold in 1819 to Clemens and a partner. At that time a log house stood down the river a little way from the distillery, and another one had been built by Clemens on what is now Broadway. A few more log houses constituted the settlement previous to the War of 1812, when most of the settlers moved to Detroit on account of Indian depredations.

The village was platted in 1818 under the personal supervision of Governor Lewis Cass, General Alexander Macomb and Clemens. At about this time, Clemens served as justice of the peace. Later he became chief justice of the County Court and first probate judge of Macomb County. Despite his prominence, no known sketch or portrait of him is in existence today. He died in 1844.

The county was organized in 1818 and named after



Isaac A. Fancher

1833-1934

Lawyer, Legislator, Builder and Pioneer Citizen, whose more than fifty years of active service were devoted to the advancement of Mount Pleasant and Isabella county.

MOUNT PLEASANT—MID-STATE

PIONEER dissatisfaction with the original location of the county seat, led directly to the founding of Mount Pleasant. The northward movement of the Indians quickly established it as a trading center. In later years it became known as a school town and with the discovery of oil, it became the center of the state's rich new industry.

In August, 1855, the Indians of eastern Michigan were practically ordered to move from the settled region, north and westward to the section which had been laid out tentatively in 1831 and labeled Isabella County. The 1855 treaty with its supplement of 1864 provided for the tribes' permanent settlement in this region. In its early history, perhaps no county is more intimately associated with the movement of the Indians as they rapidly gave way before the white settler. In 1856 the Indians began their settlement and a year later the government built them a flour and saw mill on the Chippewa river just north of the present boundary of Mount Pleasant. The buhrs for the mill were brought by canoe up the tortuous river-route from Saginaw.

In 1859 the county was organized and the geographical center of the county, a spot entirely uninhabited, selected by the state as the county seat. Agitation for change to a more favored spot was

started when David Ward, owner of 120 acres a mile up the river from Indian Mills, offered to donate five acres for county purposes. The location was ideal and at the April 1860 election the removal was approved by the voters. Mr. Ward platted his townsite and called it Mount Pleasant.

The name is said to have first been applied to the site by canoe travelers who, struck by the beauty of the south bank at this point with its magnificent stand of Michigan pine, enthusiastically styled it Mount Pleasant. The name clung, though the names of those who originally christened it are unknown.

The first plat of Mount Pleasant was made in 1863 and it was in this year that I. A. Fancher opened his law and surveying office in the little woods settlement, where he was to wield such an extraordinary influence in shaping the development of his city and county. For more than a half century he identified himself actively with every project which would benefit this community.

With the cutting of the timber, Mount Pleasant like hundreds of Michigan towns settled to a slow growth dependent upon its surrounding agriculture. Up until the discovery of the central Michigan oil fields in 1928, Mt. Pleasant was known principally as a school center. The federal government in 1892 established an Indian indus-

trial school and in 1895 the State established a normal college. The latter, rechristened in 1927 Central State Teachers College, has continued to grow and prosper and the old Indian school plant has become a branch of the Michigan Home and Training School.

In February, 1928, the discovery of oil focused national attention on the area. The city's growth was rapid, as it became the central office and business headquarters of the oil companies operating in the state. The 1920 population was 4,819, near which figure it had been for two decades. The 1930 census was 5,211. Today the population is over 8,000.

For 17 years the city has operated under the efficient city manager-commission form of government and is proud of its low tax rate, small bonded indebtedness and program of civic improvements.



Charles H. Hackley

1837 - 1905

He arrived with \$7 but he worked his way to the top. His gifts to Muskegon include a hospital, library, manual training school, gymnasium, athletic field, public park, statuary, and art gallery.

MUSKEGON — "SAWDUST CITY"

IN THE middle of the 17th century hardy French adventurers, lured by the prospect of great wealth to be gained in the fur trade, were already visiting the Indians who trapped and hunted in the forests along the Muskegon river. The Indians called the stream "marshy river," a word transcribed by French explorers as "Masquignon," which developed into the present name of the city.

Fur trading was engaged in successively by French British and American companies with such thoroughness that by 1840 the fur bearing animals in this region were virtually exterminated. Then the vast pine forests to the north were made available to lumbermen, and Muskegon entered the era which brought her fame as the "Sawdust City."

In 1837 the construction of the first sawmills on Muskegon lake was started. Then followed fifty years of feverish activity; millions of logs were floated down the river to the 47 sawmills that lined the shores of Muskegon lake, and mill owners vied to see who could cut the most lumber in a season. Hundreds of sailing vessels cleared Muskegon harbor, carrying lumber destined to build Chicago and a thousand prairie towns. In 1887 the peak of production was reached, when nearly 700,000,000 board feet were sawed.

Lack of foresight had made Muskegon a town dependent on a single industry. In spite of warn-

ings, citizens were utterly unprepared when the supply of timber was suddenly exhausted. Mills closed down and were dismantled or "accidentally" burned. Grass began to grow between the cedar blocks on the main street. Population decreased at an alarming rate.

About this time renewed courage came to Muskegon through the wise gifts of Charles H. Hackley, who had arrived in 1856 as a poor boy and had acquired a large fortune in the lumbering business. In 1888 he presented to the city a fine public library, and in subsequent years established and endowed many needed institutions. Not the least of his services to Muskegon was the support he gave to struggling industries. His numerous gifts to Muskegon are enjoyed to this day by thousands of people.

Also during the difficulties of the early 90's, a chamber of commerce was organized with Newcomb McGraft, a prominent lumberman, as president. He offered to the city a tract of land for a public park, in exchange for which the city was to issue bonds for \$100,000 to provide a bonus fund to bring new industries to Muskegon. Through the efforts of McGraft and other public-spirited citizens was established the present flourishing industrial city of today.

Since the lumbering days Muskegon has been transformed from a roaring frontier town to a modern metropolis of more than 70,000 inhabitants. Sawdust streets have given way to paved

thoroughfares, and the winged schooners that formerly filled the harbor have bowed to steam barges and passenger ships. The 47 sawmills are gone, but in their place are 82 widely diversified manufacturing industries. Muskegon's fine natural harbor has recently been improved by the building of a new \$2,500,000 breakwater, and the city is becoming increasingly important as a center of lake shipping.

There are many natural recreational facilities at Muskegon, as the city is located in the heart of the lake region. Parks are reserved for the public on the inland lakes and along the shore of Lake Michigan.

The continued progress and prosperity of Muskegon seem a certainty to loyal citizens, who feel that the fondest dreams of pioneer settlers will be far surpassed in the coming years.



Judge Amos Gould

1808-1882

He served his community ably and industriously; friend of good government, education and commerce. He was Owosso's first mayor.

THE FOUNDING OF OWOSSO

OWOSSO came into being as the result of the rush to the west when Governor De Witt Clinton, of New York, opened the Erie canal in 1825.

In the early 1830's B. O. Williams left his native New York to come west to make his fortune. He was traveling from the Old Shiawassee Exchange, first white settlement in Shiawassee county, to Saginaw with his Indian guide, Little Bear and came upon and marvelled at what the Indians called "The Big Rapids" in the Shiawassee river.

After their return to the Shiawassee Exchange a few days later, Williams told his brother, A. L. Williams of his discovery of the rapids and the beautiful forests surrounding it and they decided to acquire as much land near the "Big Rapids" as possible.

In 1835 Judge Elias Comstock and Lewis Findlay, both of Oakland county, came here, traveling by cart and built the first home. This log cabin still stands and is used today as a public museum.

The Williams brothers opened a trading post here in 1837, and gradually the settlement grew, the whites mingling with the friendly Indians.

By 1843, the town had several hundred families, and in that year there came to Owosso another man who was destined to have much to do with her development. He was Judge Amos Gould,

who had been reared and educated in the east and who had studied law under William Seward who later became secretary of state under Abraham Lincoln.

Judge Gould became the first mayor of the village. He was the first lawyer here, opened and managed the first bank, organized the first school district, organized the first cemetery association, brought the first school teacher here, paying her out of his own pocket, organized the company that extended the Michigan Central Railroad from Jackson to Saginaw and organized the First Congregational Church.

History also records that in 1847, Owosso missed out being picked as the capital of Michigan, because Senator Andrew Parsons of Corunna, state senator, failed to keep his pledge to vote for Owosso, pleading illness and remaining away from the legislative session that decided on Lansing. Owosso lost by one vote.

At the same time there was an effort being made to have Shiawassee town, a settlement several miles southeast of Owosso designated as the state capital, and a plat of several blocks was set aside for this purpose. The site is now marked by a bronze tablet erected by the Daughters of the American Revolution.

In the years that followed, Owosso grew into a thriving city, located in the midst of one of Michigan's finest agricultural areas. As the forests

were cleared, and the lumbering industry died, fine farms were developed, while Owosso itself became a city of diversified industries. Today Owosso has a population of 15,000 persons, a thriving city, well governed. Its schools, public buildings, and homes are modern and well kept.

Three native sons have done much to carry Owosso's name far and wide. They are the late James Oliver Curwood, Michigan author whose "Castle" is a landmark in Michigan; Fred C. Frieske, now an internationally known artist, and Thomas E. Dewey, Gov. Lehman's special prosecutor in New York.

Owosso marked her own 100th anniversary in 1936, with a historical pageant during which the historic spots in the city were marked with bronze tablets.



Chief Pontiac

1720 - 1769

Great Indian leader and military strategist who conspired with nine Indian tribes to overthrow British dominion in the hinterlands. Many of his war councils were held near the present site of Pontiac.

PONTIAC — AUTOMOTIVE CITY

DOTTED with lakes and streams, with ridges and vales, Oakland County was a favored territory with the Indians. Through it ran the historic trail by which the Indians of the north traveled to visit the fort at Detroit. The great Ottawa Chieftain, Pontiac, was a frequent visitor in the region. On Apple Island in Orchard Lake, he held many a council fire and there he rested after the defeat of his attempt to take Detroit.

For a long time it was believed that the area north of Detroit was one of swamps, pestilential snakes and wild beasts. Early surveyors had so reported. In the fall of 1818 a party of Detroiters made a trip to test the accuracy of the survey. They found and named several lakes and were impressed with the land. The information led to the formation of the Pontiac Company and the purchase of 1,280 acres of land at the present site of the city.

The determination of a location was the availability of a mill site. This the company found below the chain of lakes where the Saginaw Trail crossed the Clinton. There a village, one of the most prominent settlements in the interior of Michigan in its day, was begun.

The early route from Detroit to Pontiac was by way of Lake St. Clair to Mt. Clemens and thence by pack horse. In 1839, the "Detroit and Pontiac Turnpike Company" was formed and a direct road built to Detroit.

To provide additional transportation facilities, the Clinton Navigation Company was formed to run canal boats from Mt. Clemens. A canal was built as far as Utica and boats ran for a while, but railroads were on the way.

A few years later, the old Detroit and Pontiac Railroad was started with wood burning engines. It ran on strap-covered rails, the straps sometimes breaking and penetrating the car to the danger of passengers. On hills between Pontiac and Detroit, passengers often got out and pushed to get the train up the steep hills.

Then came the steam engine, the advent of steel rails and Pontiac became the focal point of shipment of agricultural products to Detroit and eastern points.

The growth of Pontiac was shown in a good old-fashioned Independence Day rally on July 4, 1838. There was a grand procession, headed by a band, with 26 of the most beautiful and prominent young ladies representing the States.

The press was represented in Pontiac from an early day. The fourth paper in the Michigan Territory had its beginning here in the "Oakland Chronicle" of 1830. Its last issue was in 1831, after which it was purchased by Gen. John R. Williams and Mayor Joseph Campau and taken to Detroit where it reappeared as the "Democratic Free Press," the forerunner of the Detroit Free Press of today.

Agriculture and industry early combined to make the Pontiac settlement important. The manufacture of carriages early occupied industrial attention and was important here until superseded by the manufacture of automobiles.

Today 26,500 persons are employed in industrial plants with an annual yearly industrial payroll of \$40,000,000. The village which in 1845 had 1,200 inhabitants, has increased to around 70,000. Pontiac in 1863 had an assessed valuation of \$660,287. In 1936 the valuation assessed was \$58,960,649. It was incorporated as a city in 1861. Pontiac lies within easy reach of eight State parks, 400 lakes, 40 golf courses. Descendants of many of the old pioneers are still here to keep alive the traditions and virtues of early days.

THE first land discovered by the white man in Michigan probably was the site of Port Huron, where Lake Huron flows into the St. Clair river. Hostile Iroquois Indians and the formidable Niagara portage long forced early French voyagers, traders and missionaries to avoid the lower lakes so they crossed Canada by streams and portages to Georgian Bay and Lake Huron. Louis Joliet in 1669 was one of the first of these to turn South and paddle down the St. Clair River, searching for a short route to India.

Robert De La Salle was a visitor in 1679. Astonished Indians watched his difficulties in passing through the rapids into the lake with the first sailboat ever seen on the western lakes.

Rich fur trade attracted the French to establish the first white settlement at Port Huron. Daniel Grayson Du Luth's force of 50 men built and stockaded Fort St. Joseph and trading post in 1686 but the garrison burned it two years later and fled to Mackinac from a possible Iroquois attack on learning that the fort at Niagara had been abandoned.

Recurring clashes with the Indians delayed settlement on the St. Clair river many years. The next evidence of possession was in 1764 when Lieut.



Thomas Alva Edison

1847-1931

Port Huron's most noted son spent his boyhood and young manhood in this area. In 1868, he went to Boston to begin the career of electrical invention which led to world renown.

Patrick Sinclair of the British army built a fort which bore his name 12 miles south of Port Huron.

Dominion of the region passed from the French to the English in 1760 and by treaty to the United States in 1783, but actual occupation by the Americans did not begin until 1796.

The War of 1812 had a depressing influence on Port Huron and the St. Clair river region, as it was particularly subject to attack by Indians friendly to the British. To control them and protect navigation on the river, Fort Gratiot was built at Port Huron in 1814, flying the American flag over the third fortification of the region. The fort was named in honor of Capt. Charles Gratiot, engineer in charge of construction, and was occupied, with some interruptions, until 1879.

Early settlement proceeded slowly. The first great development came between 1850 and 1870 when a score of saw mills were built on St. Clair and Black rivers to utilize the great natural resources of pine and hardwood. Boat building followed. In 20 years 250 ships were built. These industries brought St. Clair county an influx of population, increasing it to 36,661 by 1870.

Exhaustion of timber brought slow readjustment until farming, the salt industry and later industrial establishments placed the region on a basis for permanent prosperity.

The twentieth century brought modern industrial development. Today Port Huron is a major center of auto parts manufacture, has a large battery and cable plant, a brass factory specializing in pipes and fittings. Grand Trunk Western railway employs hundreds in its car shops, recently expanded for the construction of air-conditioned coaches.

Much of the chicory used in America is processed here. Paper mills are major institutions. Salt manufacture continues. Plastic products are important new manufactures. Speedboat manufacturing is prominent. Construction of a bridge to Canada is expected to augment tourist traffic. A new hospital, built by public subscription, was opened in February.

Port Huron grows on—secure in its future, rich indeed in its past.



Lewis Cass

1782 - 1866

Governor of Michigan Territory, 1813 to 1831; Secretary of War under President Jackson, 1831 to 1836; Minister to France 1836 to 1842; U. S. Senator, 1845 to 1848; Democratic Candidate for President, 1848; Returned to Senate, 1849 to 1857; Secretary of State under President Buchanan, 1857 to 1860.

ROYAL OAK'S HISTORY

ALTHOUGH a tree gave Royal Oak its name and trees have been closely identified with the city, Royal Oak was founded as a railroad town.

Governor Lewis Cass of the Territory of Michigan gave Royal Oak its name in 1818, fourteen years before the township was established, 20 years before the site was platted, and 73 years before Royal Oak became an incorporated village.

In 1815, a federal surveyor's report declared most of Michigan an uninhabitable swamp land, unfit for cultivation. In 1818, however, Oliver Williams, a Detroit tavern keeper rode through Oakland county. His enthusiastic report impressed Governor Cass who took a group of friends on a tour of inspection of the territory. After floundering through swamps between Detroit and Royal Oak they emerged on high ground where the governor ordered a halt.

Camp was pitched in the shadow of a huge oak tree, which stood near the present intersection of Main Street and Rochester Road, and which Governor Cass named "The Royal Oak." The Royal Oak Woman's club has erected a boulder near that site to mark the location of the tree from which the township and city derived their names.

In 1819 Governor Cass established Oakland County by proclamation. June 9, 1832, Royal Oak township was created by the territory's legis-

lative council and remained intact until Royal Oak was incorporated as a city in 1921.

The first land entry in Royal Oak township was made January 23, 1819, by William Thurber in section 6, near the present northern city limits. Entries were made in 1820 by John Luther and David McKinstry, who settled near Eight Mile and Ridge Roads. About 1825, the first settlement in Royal Oak sprung up at Chase's Corners, near Crooks and Starr roads.

In 1830 a charter was granted for the Detroit-Pontiac railroad, the first west of Rome, N. Y. Financing the railroad was difficult, but when Sherman Stevens became general manager in 1834, its development was rapid. Today, the railroad is the Detroit, Grand Haven and Milwaukee division of the Grand Trunk system.

Stevens purchased 120 acres of land in 1836 and laid out the original plat of Royal Oak which was recorded in March, 1838.

He ran the railroad tracks through the plat and the center of population shifted from Chase's Corners to what is now the business district. The first business place was the railroad's saw mill.

For the next half-century, Royal Oak continued a small, unincorporated community. What farmers all over the country know as the Starr cow bell, was manufactured in Royal Oak up to 1873.

Royal Oak became an incorporated village of about 400 persons in 1891. The old Detroit United

Railways Interurban lines and the Eastern Michigan Railways, speeded the growth of the community. In 1920 the population reached 6,007. The Federal census of 1932 placed the population at 22,122.

In the meantime, six other municipalities within the township were incorporated—Ferndale, Pleasant Ridge, Clawson, Berkley, Huntington Woods and Oak Park. The population of the seven municipalities and the unincorporated parts of the township is about 80,000 persons. The growth of the city in the 1920's was aided by the wider Woodward improvement.

Royal Oak is best known throughout the United States as home of the Shrine of the Little Flower and its pastor, the Rev. Fr. Charles E. Coughlin.

Royal Oak essentially is a city of homes for people employed in the area from Detroit to Pontiac. This year, a committee of the Royal Oak Garden Club began a five-year tree planting program in all parts of the city to make Royal Oak again "The City of Trees."



Norman Little

1806 - 1859

"The Father of Saginaw" who in 1836 began to promote early development and whose faith in his project survived and overcame panics and drawbacks.

SAGINAW—GREAT TREATY SITE

WHEN "Uncle" Harvey Williams built a tiny sawmill on the Saginaw river bank, 15 years after the Indians ceded the surrounding territory to the United States, he little knew that he was laying the foundation of a mighty industry and of one of Michigan's largest cities.

In 1819 the U. S. Government decided to extend the northern boundary of Michigan, and Gen. Lewis Cass was sent to negotiate with Chippewa Indians near the head of the Saginaw river. There he made the treaty which secured the territory later to become the world's greatest source of lumber.

No one realized the forests' potentialities then. What a few people knew about the site of Saginaw was that it was a swampy, unhealthy, malaria-ridden locality. Typical was the experience of a company of soldiers sent to the valley in 1822 to check restlessness among the Indians. The troops built Fort Saginaw, occupied it less than a year and evacuated after suffering a heavy death toll from illness.

Land agents discouraged those who would settle on the Saginaw. There was no real development until 1836 when Norman Little bought the old military reservation for \$55,000 and began to attract settlers from the East. In a year 900 people inhabited "Saginaw City." The ambitious improvements schedule included a \$35,000 hotel

which had just been completed when the financial crash of 1837 swamped the settlement, practically ruining Little and most of the others. Some returned east; others took to farming, laying the foundation of the rich agricultural area which now surrounds Saginaw.

Refusing to be defeated, Little returned to the valley in 1850 with the financial backing of James and Jesse Hoyt, of New York and repeated his development, but this time on the east side of the river. This time there was no halt in progress. A plank road was built to Flint to hasten immigration. Fever-breeding low spots in "East Saginaw" were filled in and bayous drained. Railroad service was started in 1862. Thenceforth the community stood on its own feet.

Gardner D. Williams became the area's first lumberman in 1834 when Harvey Williams erected for him the first sawmill on the river to supply settlers with building material. It is said to have used the flywheel originally built for the "Walk-in-the-Water," first steamer on the Great Lakes. Thirteen years later Saginaw's first cargo of clear cork pine was shipped to Albany, N. Y., to start the valley's timber on the way to fame. Greater and greater grew the demand, until in the 70's logs filled the tributaries and the banks of the Saginaw were lined with great mills. In 1882, the peak year, those mills cut more than a billion feet of lumber.

The picturesque old-time lumberjacks filled the twin towns periodically for their cherished cele-

brations. Dockwalloper and log runner have vanished forever but they left an everlasting imprint on the history of the valley and Michigan. The original Saginaw City grew almost as rapidly as the newer East Saginaw until their consolidation in 1889.

Today Saginaw, with a population of approximately 90,000, is the trade center of a prosperous industrial and agricultural territory. Its industries are varied, and several factories are among the largest of their kind in the world. Its automotive parts industries are important. The central Michigan oil production boom, which followed discovery of oil in and near Saginaw a decade ago, has stimulated new business. With its commercial interests not too highly concentrated in any particular field, Saginaw faces the future with confidence and assurance.



Chase S. Osborn

1860-

Governor of Michigan (1911-12), scholar, author, statesman, iron hunter, explorer, scientist. He came to Sault Ste. Marie as newspaper publisher in 1887.

SAULT STE. MARIE—EARLY OUTPOST

SAULT STE. MARIE was founded three centuries ago, about the time the Pilgrims were landing at Plymouth Rock. Its fish-abundant waters fed the councils of the Algonquin nations long before early French voyageurs reached it by canoe over the Ottawa River route from Quebec.

In colonial times it was on the high road of the rich fur trade. Today it stands guard over the famous Sault locks, commercial solar plexus of the nation.

Flags of three nations proclaimed dominion over the Sault. The first were the French, although some historians insist that Vidar and his band of Norsemen stopped at the Sault in 1000 A. D. while on their way to smelt copper on Isle Royale.

History gives credit for the discovery of the Sault Rapids to Etienne Brule, an envoy of Champlain, who came here in 1622. In 1634 Jean Nicolet, hunting for the ocean route to China, came to the Rapids and then turned west to the country of the Wisconsin Winnebagoes whom he mistook for Orientals. The Jesuit Fathers, Jogues and Raymbault, added a religious chapter in 1641 when they brought the cross and in 1668 the saintly Father Marquette established here the first Christian church in the Northwest.

The most picturesque figure in Sault's early history was Louis le Gardeur, Sieur de Repentigny, a noble of France who in 1783 became Michigan's

only Revolutionary War soldier after he disdained swearing allegiance to a British monarch. In 1750 he received from Louis XIV a grant of 214,000 acres at the Sault, the only feudal grant ever made by a king of France in Michigan. His seigniority embraced all of what is now Sault Ste. Marie and the claims of his heirs to the vast estate were not extinguished until 1867 by the United States Supreme Court. In 1930 the Sault erected a boulder and bronze tablet to his memory as Michigan's only Revolutionary War soldier.

In 1762 Lieut. James of the British army captured de Repentigny's fort and in 1793 came the first white British settler, John Johnston, who married an Indian princess and became the father-in-law of Henry R. Schoolcraft, Indian agent and historian, whose written records of the Ojibway Indians were used by Longfellow in his "Hiawatha." Part of Johnston's old home still stands, including the original fireplace.

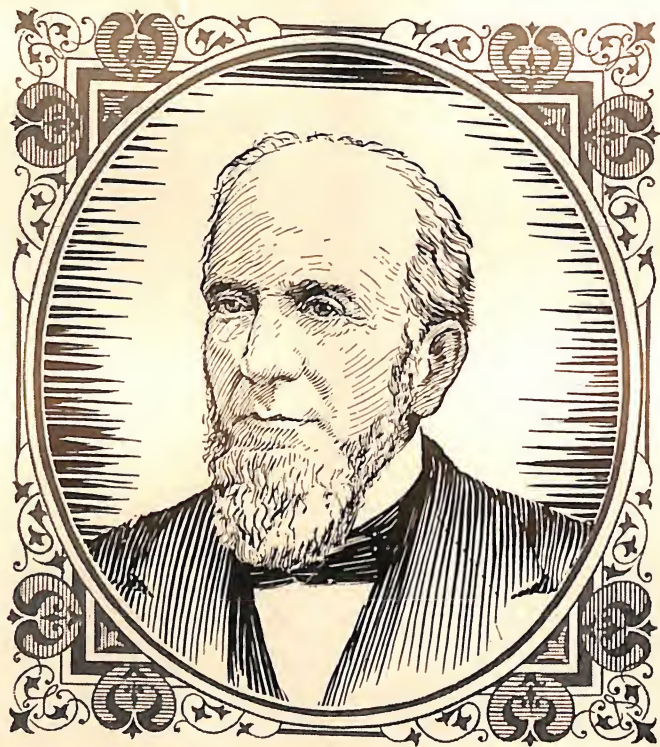
The British flag continued to float over Sault Ste. Marie until 1820 when Governor Lewis Cass of the Michigan Territory raised the stars and stripes in the face of hostile tribesmen.

In 1837 Michigan's legislature authorized a survey for a canal around the Sault Rapids. Fort Brady soldiers stopped the work, claiming the proposed project was on a government reservation. But commerce would not be denied. The lock was completed in 1855. Then came the first federal lock, the Weitzel, in 1881 and tolls were stopped.

The Poe lock was completed in 1887, the Davis in 1914 and the Sabin, fourth of the battery, in 1919. The four locks in 1929 handled 92,000,000 tons of freight valued at over one billion dollars, more than the combined traffic of Suez and Panama. Back in 1840 Henry Clay argued against the canal and locks as a project as remote as the moon.

No man in the Sault's 300 years of history stands out as dominantly as Chase S. Osborn, former governor of Michigan, who fought his way from obscurity to the top rank of world personalities. He came here in the boom days of 1887 to publish a newspaper. His dynamic personality swept him to the governorship in 1911. His retentive mind made him an authority on countless subjects.

Today, Sault Ste. Marie is a city of 15,000 population, the county seat of Chippewa county. The Sault locks, natural attractions, stirring history, climate, fishing and hunting, and proximity to water on all sides make Sault Ste. Marie one of the principal meccas of the tourist.



Perry Hannah

1824 - 1904

Pioneer lumberman, banker and merchant whose business acumen and vigor were important factors in the growth and development of the whole Grand Traverse Region.

TRAVERSE CITY AND ITS TREES

IN THEIR travels up and down Lake Michigan French voyageurs from Mackinac found two deep indentations on the west coast of Michigan. The smaller they called La Petite Traverse, or the small carry from headland to headland, and the larger was named La Grande Traverse. Out of the latter came Grand Traverse and from Grand Traverse came the name, Traverse City.

It was in 1847 that Capt. William Boardman, of Napierville, Ill., purchased a small piece of land at the mouth of the river which now winds through Traverse City and which is known as Boardman River. Horace Boardman, his son, came to the new land and started logging operations, the first white settler in this district.

In May, 1850, Perry Hannah, A. Tracy Lay and James Morgan, three enterprising young men of Chicago, organized a company to carry on a lumber trade. In 1851, for a source of pine lumber, they purchased the Boardman holdings and the growth of Traverse City dates back to that year. Hannah, Lay & Company became the predominating influence in the Grand Traverse Region and for more than a half century it was the outstanding business firm of the territory, engaging in all sorts of activities connected with logging, banking and merchandising.

This was the grand era of the pine, the saga of the forests which gave up their best trees to rebuild

Chicago after the disastrous fire. But the pine could not last forever and the late eighties saw the last drive come down the Boardman.

After the Boardman valley had been stripped of its pine, the lowly stretches of maple, beech, elm and birch trees started to attract attention. Up until the late nineties these trees were merely nuisances. But the growing middle west was still crying for lumber and accepted maple and beech in lieu of pine. And for the next 30 years hardwood kept Traverse City mills humming.

As fast as the forests retreated before the woodman's axe, the agriculturist moved in on the cleared land. He planted grains and potatoes and found them profitable and gradually Traverse City discovered itself more or less of an agricultural center and not wholly dependent for its existence and growth on lumber products.

For many years the Grand Traverse region had been known in Chicago and slightly less in Detroit, as a cool spot in the summer. A dozen families had built Summer homes here and liked it. Improved transportation made it possible for more families to come. This growing resort business helped materially to take up the slack created by the lost forests.

To certain early settlers must go the credit for laying the foundation of the industry which finally pushed Traverse City ahead. Farmers from the east cleared homesteads and started experimenting. They found that fruit trees flourished,

particularly on the hills surrounding Grand Traverse Bay. They immediately planted apple orchards and then, timidly, tried out the other fruits. They found that cherries grew amazingly well because the spring chill of the bay waters retarded early tree growth and kept the buds dormant until after danger of late spring frosts had passed. Even as early as 1907 better transportation facilities made it possible to put fresh fruit in Detroit and Chicago overnight. Young cherry orchards spread over the high hills about the bay like a carpet and in their wake came fruit package factories, packing plants and—prosperity again.

Now, the largest cherry canning center in the world, a resort city in its own right and a distributing center for a vast summer playground, Traverse City has its feet squarely on the ground—the ground from which three times trees have sprung and maintained life and contentment in the community.



George Brigham Truax

1819-1868

Son of the founder of Trenton, George B. Truax was prominent in the town's early development, active in civic and political affairs, owned the first store, operated the first sawmills.

TRENTON'S EARLY DAYS

A TRIBE of the Pottawatami Indians under Chief Monaguag lived on the banks of the Detroit River at the site of Trenton when its founder came to the territory in 1816. Under treaty rights they were granted use of the land for 50 years but in 1818 relinquished further claim in exchange for 4,996 acres along the Huron River.

In 1827, the district was designated the Township of Monguagon by proclamation of Gov. Lewis Cass. The name was derived from that of the Indian chief. On May 25 of the same year, the town was organized and called Truaxton for its founder, Abram Caleb Truax.

Major Truax, a bounty land surveyor, arrived in 1816 from New York. He had won distinction in the War of 1812. One of the battles in that war took place on the site that was later to become Truaxton. It was the Battle of Monguagon, August 8, 1812. Two cannons, erected as a monument, mark the site of the conflict on the south side of Trenton today.

Truax acquired large tracts of land, built the first sawmill, was the motivating force behind the town's development. His death occurred in the explosion of the Steamer Vance at Windsor docks and he was buried with military honors from the church which he had helped to found.

Following his death, his son, George, continued in his father's footsteps, taking an active part in the

civic and commercial development of the community. He operated the first wholesale establishment and carried on the management of the saw-mills erected by his father.

Situated on the government road between Detroit and Toledo, Truaxton was the overnight stop for stage coaches. The town lagged, however, until navigation started on the lakes and river. In 1829, the "Superior," successor to the "Walk-in-Water," began regular stops; new docks were built in 1834.

Meanwhile other settlers had arrived, ship captains began to make Truaxton their home, the docks presented a busy scene.

Between 1835 and 1840, most of the residents were engaged in farming and lumbering. Then, because of the stands of fine oak which surrounded the town, shipyards were established and shipbuilding became a large industry. Later, the town boasted a second sawmill, stave mills, factories making plow handles, cheese boxes and cigar boxes. In 1869, the American Champion, then the largest boat on the Great Lakes, was launched at the town's shipyards.

For years the town's activity centered around the river. Fishing was a profitable business and the livelihood of numbers.

With the advent of the Lake Shore and Southern railroad in 1852, the town began to expand back from the river's edge. There was a great influx of new residents. In 1860, the Canada Southern Railroad entered the territory. Houses began to

spring up; round houses, foundries, car shops, stations, taverns, stock yards and customs houses came into being. With completion of the line in 1872, Detroit was connected with Buffalo.

Truaxton later was named Trenton for the strata of limestone which underlies the district and was quarried as early as 1819. Stone was taken from the quarry and was used in building the United States Arsenal at Dearborn in 1833.

The Trenton of today has a population slightly in excess of 5,000. It has seven miles of river frontage. Elizabeth Park, largest Wayne County park, is in the center of the village. The island park area was deeded to the County by descendants of Major Truax.

Located on four major railroads and on the proposed All-American Channel of the Detroit River, Trenton looks forward to future industrial growth. Channel widening and deepening will stimulate navigation anew—and the river which early figured in Trenton's progress, may again change the map and activities of Trenton.



John Baptiste Ford

1811-1903

Industrial pioneer, who at 70 founded the Pittsburgh Plate Glass, and at 81 started what became the Michigan Alkali Company—one of Michigan's major industries.

WYANDOTTE AND INDUSTRY

ORIGINALLY the present city of Wyandotte was an Indian village called Maguaga, first settled in 1702 by Wyandots who had long been harassed in their native St. Lawrence region first by an epidemic of small pox and later by the Iroquois. Here in 1761 was fought, off Fighting Island, one of the typical skirmishes of the French and Indian war. Here Chief Pontiac called his council of tribal chiefs to plot his famous conspiracy to drive the English out of the hinterlands. And here was the bloody scene of the massacre in 1812 in which Van Horne and his men were annihilated by the Indians.

It was in 1814 that Major John Biddle, a nephew of Nicholas Biddle, of Philadelphia, president of the United States Bank, was placed in charge of the land office in Detroit. A few years later he purchased two square miles of land for a country estate and became Wyandotte's first white settler.

The first school in Wyandotte was opened 100 years ago on Orange Street. The Little Brown Schoolhouse which is famous in early history of the city was erected in 1837 on Chestnut Street.

The first industry in Wyandotte was the Wyandotte Rolling Mills with Capt. Eber Ward, a rabid abolitionist, as its controlling head. The company was founded in 1855 and buildings were constructed in Wyandotte for the manufacture of bar, roll, band and other iron. About the same

time the Eureka Iron Company with extensive iron ore beds on Lake Superior proposed to bring ore and manufacture it in Wyandotte.

A blast furnace was erected in 1855 on the site of an Indian burying ground and the following year the making of iron was begun and continued until the panic of 1893.

Capt. Ward became interested in the Bessemer process for making steel and in 1864 the world's first Bessemer steel converter was used commercially for the manufacture of steel in Wyandotte through his pioneering.

Although Wyandotte was the cradle of steel making in the United States, the industry never grew beyond the cradle stage here.

In 1891 Capt. John Baptiste Ford, who in 1880 when nearly 70 years of age, had founded the Pittsburgh Plate Glass Company, came to this district to make a survey of the salt deposits near St. Clair and to confer with the Solvay Company about the manufacture of soda ash used in his plate glass industry.

Always a friendly individual, he fell into a train conversation with W. Van Miller, Wyandotte banker, who told him of the discovery of a huge salt deposit in Wyandotte by the Eureka Iron Company. Instead of continuing to St. Clair, Capt. Ford stopped off in Wyandotte and purchased 20 acres of land. A few months later a plant for the manufacture of soda ash was begun.

This plant was called The J. B. Ford Company. J. B. Ford, grandson of the captain, was sent to Wyandotte to direct activities of the industry.

In 1894 the company name was changed to Michigan Alkali Company. This company operates the largest single alkali plant in the world and one of its subsidiaries, manufacturing carbon dioxide ice, is also the largest in the world.

Since the founding of the Michigan Alkali Company, other industries have located in the city but the alkali plants still are the industrial leaders. Heirs of Capt. Ford are civic minded and have presented to the city a 150-bed hospital, excellently equipped.

Wyandotte, with a population of 30,000 weathered the recent depression admirably and looks forward to the future with optimism. Its finances are in excellent condition, its tax rate comparatively low and the municipality has all factors united for industrial and commercial progress.



Demetrius Ypsilanti

1793-1832

*Hero of the Greek War of Independence
whose valor and whose ideals of free-
dom provided inspiration and a name
for a pioneer Michigan settlement.*

YPSILANTI—PEACE AND PLENTY

YPSILANTI had its beginning as a trading post where Gabriel Godfroy, an astute Frenchman, and two comrades met Indians of the Huron, Ottawa, Pottawatomie and Chippewa tribes to exchange the wares of civilization for fruits of the hunt. From 1809 to 1820 Godfroy's Trading Post flourished and trails beaten by the aborigines were the welcome beginnings of roads which facilitated pioneer travel.

In 1823 Benjamin Woodruff with a hardy group from Ohio, camped on this sightly spot and they were so deeply impressed by its beauty and advantages that they returned for their families and goods. As Woodruff's Grove and later as Waterville, the community grew and prospered with Major Woodruff the able counsellor and guide. Later came neighbors and relatives from the home country who notably brought with their stores of provisions roses, lilacs and other shrubs to embellish the site.

Soon along the navigable river, grist mills and saw-mills appeared, then barrel and wagon industries. Later paper mills flourished and a great knitting plant was established which through a huge advertising program, considerably in advance of the times, became nationally-known.

The naming of the city strikes an interesting keynote. Early inhabitants, deeply impressed by the bravery of the Greek General, Demetrius Ypsi-

lanti, 1793—1832, agreed that his would be a suitable name for the settlement which they sponsored and thus "Waterville" gave way to "Ypsilanti."

The first Independence Day Celebration was in 1824. Elaborate preparations were made for the occasion, all delicacies being brought from Detroit. It is reported too that Clark Sills walked to Detroit and carried two gallons of liquor back on his shoulders. There was a full attendance of white residents of the county, 31 in all. Judge Robert Fleming presided at the table and opposite him sat the Indian Chief, Blue Jacket. The table was loaded with fish and venison.

Hardship was visited upon the Ypsilanti pioneers in the winter of 1824 following a poor growing season. Chills and fever forced many to their beds. Mrs. Woodruff acted as community nurse preparing a huge kettle of porridge each day from which portions were distributed to the sick. Principal food during that winter was turnips. Rations were drawn from time to time from a limited supply of beans, potatoes and corn.

The most stirring reminiscences of the city's history have to do with the sympathy of the populace for negro slaves fleeing to the Canadian border. Here harried fugitives found refuge and were aided in their flight as they had been in other stations in the famous Michigan "Underground Railway."

Michigan State Normal College, established in 1852, was the first institution of its kind to be founded west of the Alleghenies. Many pioneers in Michigan education received their training in Ypsilanti. Today the Normal College with Cleary Business College draws students from many cities of Michigan and neighboring states.

Ypsilanti is a well located, typical American small city. Her industries are diversified and reach out to all parts of the county. She treasures her aloofness from the noises of the metropolis while she values the nearness of its advantages. Among her choicest assets are her educational institutions, splendid churches, public library, literary and garden clubs and musical groups, contributing their spiritual and cultural influence.

